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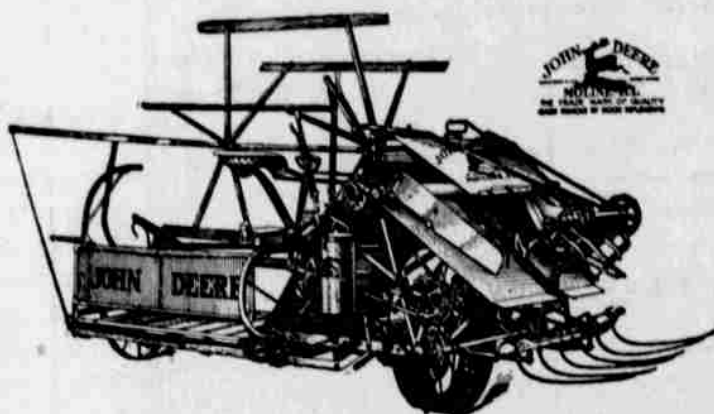
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WHAT EDITORS SAY OF RAILWAY ISSUE

Demand Peaceful Settlement of Wage Controversy.

STRIKE MUST BE AVERTED.

Almost Unanimously Newspapers Indorse Proposals of Railway Managers That Wage Question Be Settled by Interstate Commerce Commission or by Arbitration Under the Newlands Law.

Chicago.—The proposed strike by all railway train service employees in order to secure a wage increase of \$100,000,000 a year is condemned by newspaper editors throughout the country. They declare such a strike would be a public calamity and that it must be averted.

Almost unanimously the editors indorse the proposals made by the committee of railway managers to the leaders of the brotherhoods—that the wage question be settled by the interstate commerce commission or by arbitration under the Newlands law.

The following extracts from newspaper editorials fairly reflect public sentiment on this most important issue:

The interstate commerce commission should be empowered to prevent this threatened railroad strike. Write to your congressman about it.—Chicago Tribune.

The great public has more at stake than either the railway stockholders or the railway employees.—Davenport (Ia.) Times.

The interstate commerce commission represents the great public. It was created for the purpose of holding even the scales.—Rocky Mountain News, Denver.

The trainmen should take prudent thought. Arbitration is their wise policy.—Detroit Free Press.

The public will support any finding the interstate commerce commission may make.—Dallas (Tex.) News.

Public opinion ought to have re-enforced the position of the railroads long before now.—Galveston News.

The regulation of wages presents no more difficulties than the regulation of rates.—Holyoke (Mass.) Transcript.

The interstate commerce commission would certainly be responsible if it

permitted a strike to come.—Minneapolis Journal.

The train crew unions have no case which they are willing to try in a court of arbitration or in the great court of public opinion.—New York Commercial.

The controversy is not between the railways and their employees, but between the public and the railway employees.—New York Globe.

The men now seem to show rather a consciousness of the weakness of their position than reliance upon its merits.—New York Times.

The interstate commerce commission cannot avoid regulating wages so long as it regulates rates.—New York Tribune.

The railroad brotherhoods are mistaken. There is something to arbitrate.—New York World.

The railway employees are plainly in the wrong and should sense their mistake before they make a worse blunder.—Oshkosh (Wis.) Northwestern.

Neither side could afford to take the position of demanding more than the interstate commerce commission would approve.—Pittsburgh Dispatch.

The railroad employees are not suffering such intolerable wrongs that they cannot await the result of arbitration.—Portland Oregonian.

The greatness of the power for which the labor leaders are seeking is the very strongest argument why they should not have it.—Railway Age Gazette.

The public is as vitally interested in the situation as the railways or the employees.—St. Louis Globe-Democrat.

Either the railroads are wrong or their employees are. Any just cause will stand investigation.—Jackson (Miss.) Clarion-Ledger.

This is the time when every American who loves his country should set aside his own schemes of aggrandizement.—Kansas City Journal.

The United States government cannot permit any strike that would tie up all the railroads of the country.—Leslie's Weekly.

It is just as true that organized labor may oppress the public intolerably as that organized capital may do it.—Lowell (Mass.) Citizen.

Those who would suffer most from a tying up of the nation's traffic would get no vote on the question of a strike.—Lincoln (Neb.) Star.

One thing is certain, the railroads, the railroad employees and the American people cannot afford such a strike.—Memphis Appeal.

We think the brotherhoods are making a mistake in refusing arbitration. Capital must get its living wage as well as labor.—Milwaukee Free Press.

Business can hobble along under high

freight rates. Death would follow a general railroad strike.—Baton Rouge (La.) Times.

The American people do not believe there is any difference between the roads and the employees that cannot be adjusted peaceably.—Bloomington (Ill.) Pantagraph.

The railroads have accepted the perfectly reasonable and natural suggestion that the wage question be settled by arbitration.—Boston Journal.

Why should a vote be taken on a strike which the public will never tolerate?—St. Louis Post-Dispatch.

DENVER BUSINESS MEN APPEAL TO CONGRESS.

They Want Interstate Commerce Commission to Stop Railroad Strikes.

Denver.—Alarmed by the prospective strike of railway train employees to secure higher wages, the members of the Denver Clearing House association unanimously passed the following resolution:

Whereas, At a recent meeting in New York between managers of the railroads and executives of the trainmen's brotherhoods, called for the discussion of wage schedules, at which conference interested parties were unable to agree; and

Whereas, Subsequently the brotherhood representatives refused to consider arbitration and are now taking a strike vote, which may end in a general strike, such as would paralyze the industry of the country.

Therefore, be it resolved, That by this resolution the Denver Clearing House association, regardless of the merits of the controversy as between the railroads and their employees, does hereby express its disapproval of a strike as a medium of adjustment, and we hereby call on our senators and congressmen to interest themselves in the passing by congress of such a measure as will have the effect of instructing and empowering the interstate commerce commission to take cognizance of these conditions and effect a fair and equitable adjustment as between the railroads and their employees, thereby preventing a nation wide railroad strike.

TO SETTLE LABOR DISPUTES.

Federal Body Should Fix Railway Rates and Wages.

Baton Rouge, La.—Commenting on the prospective railroad strike for higher wages, the Times says:

Congress should pass an act at once giving the interstate commerce com-

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mission authority to settle the labor disputes, just as it has the right to fix rates.

It is more important that the interstate commerce commission have the right to fix wages and settle disputes than it is that it have the right to determine freight rates and prohibit rebates.

Business can hobble along under high freight rates. Death would follow a general railroad strike.

Both the railroads and the railroad men may be able to withstand a strike, but the public cannot. The public is not in a position to face a general

strike of the railroads in the country. The calamity is too awful to contemplate.

It would be more frightful than a dozen Mexican wars. It should not be in the power of a set of men to bring such a disaster to the public.

The commission has the right to say what the railroads shall charge for their service.

This commission should be given the right to say what they shall pay for the labor that it takes to perform this service.

And it should be given this authority at once.