

"If the identity of Charles Edwards as Chester Edwards Bradley can be established," he said, "the mystery surrounding Mack would seem to be solved, and we would have him dead to rights. I never had any doubt that Mack and Edwards are one and the same person, but Edwards is, so far as tangible evidence is concerned, a complete myth. He has not materialized. Now establishing the fact that Edwards is Bradley would make the matter a very simple one for the prosecution. Concerning Oberkamp's description of the mythical Edwards, you will remember that it would, it Mack. Among the latter's effects we found a photograph which was shown to Oberkamp. It was a picture of the usual cabinet size. 'Put a head on that fellow,' said the prisoner, 'and he is Edwards to a dot.' Now, that picture was one of Mack's."

"Though the officials maintain a discreet silence about the line they are working," it can be stated that every effort is put forth to show that Mack is Edwards. This particular clue is followed upon advices from New York, independent of the above dispatch.

WHAT MRS. MAOK SAYS.

She Knows Nothing of His Past Life Except What He Has Told Her.

Mrs. Emma Maek said last evening: "Mack and I were married Aug. 11, 1887. I had known him only since the preceding Christmas, and he told me that he had never been married before. He came to Chicago between Christmas and New Year's previous to our marriage. I met him only a few days after he came here when he came to insure some of my folks. Mack is 36 years old and I considered him a bachelor when I married him. He was in Chicago just after the big fire and worked as a carpenter, but he said his trade originally was that of a steel and iron engraver."

"Do you know anything about his family?"

"He told me that his parents were dead and that he had two sisters living. I never saw either one of them nor any member of his family. He told me during the republican convention that one of his sisters was here and he had met her day-before, but I did not see her. That was the day he was arrested. He has only had three or four letters from this sister since we were married."

"Did he correspond with any old friends?"

"Not one. He never received a letter from any old acquaintances, but last summer he said he had met an old friend who was employed in the post-office department at Washington. That is all I ever heard him mention as being a former acquaintance."

"Did he ever talk about his past life?"

"No, I never heard him say anything about where he had been or what business he had been engaged in before he came to Chicago."

"Where did he come from which he came here about Christmas, 1887?"

"He said he had come from New York city. I never heard him say that he had been located at any other place in New York state."

"What business did you understand Von Oberkamp to be engaged in?"

"He always carried several insurance policies and I supposed he was in the business. I paid no attention to the conversation between him and my husband when he came to the house, but they seemed to talk on general topics. I never heard my husband say that he met Von Oberkamp at any other times."

"Did you ever know your husband to have in his possession any number of stamps?"

"No, whenever he or I would write a letter we would have to go out and buy a stamp. No, I never heard him mention the name either of Bradley or Edwards."

"Do you know whether or not his name really is Mack?"

"So far as I know it is. He did not have a family bible, and the only things I knew about his previous life was that he had been in Chicago once before and that he had come from New York."

Mrs. Maek received a letter from her husband yesterday, in which he speaks familiarly of his companion as "Fred." He asserts his innocence, and says that he will be able to get out of the trouble.

THE LETTER-BOX THIEVERY.

Business Men Identifying the Mail Matter Recovered from Oberkamp and Mack.

People want their deeds and insurance policies and have been flocking to the inspector's room in the government building to look over the accumulations recovered from the letter-box thieves, Von Oberkamp and Mack. Representatives of big grocery houses and insurance companies were looking through the trunks and the packages arranged upon the tables, and many a letter was found whose loss had occasioned complaint against the local officers and had caused investigating committees to be sent from Washington. The proceeds of two years' work on the part of the thieves have to a large extent been recovered. The stamps are all torn from the envelopes, and the thieves obtained a very good income from this source alone.

HURLED INTO A DITCH

The Cincinnati Express Crashes Into a Grand-Trunk Freight Train at South Lawn.

Nine Persons Are Injured, Fireman John C. Cronos of the Passenger Engine Probably Fatally.

Fourteen Cars Are Thrown from the Tracks and Wrecked--Carelessness the Cause.

South Lawn, a small suburb about nineteen miles from the city and the junction of the Illinois Central and Grand Trunk railroads, was the scene of a collision between trains of the two roads named early yesterday morning. Nine persons were more or less injured and great damage was caused to the rolling-stock and freight. At the point indicated the tracks cross each other in X-shape, the Grand Trunk running southeast and the Illinois Central southwest. The locality is comparatively barren, the only buildings in the immediate vicinity of the junction being a hotel to the north and the Hopkins reaper works to the south. Neither of these buildings interferes with a clear view of the tracks in either direction for a long distance. This fact leaves no other explanation for the accident than gross carelessness on the part of one or both engineers.

The Grand Trunk train was extra freight 338, which was passing the junction at "wild" time at 4:55 a. m. The train was going east and running at the rate of not more than five miles an hour. The Illinois Central train was the Cincinnati express, going north, consisting of eight cars, of which three were sleepers, one a smoking and one a chair car. It was headed by engine 127, in charge of Engineer James Devine and John Cronos, fireman. All trains have to stop four hundred feet from the junction. The Grand Trunk train had made this stop and being signaled that the track was clear made the crossing in very slow time. While this was taking place Engineer Devine, coming in the opposite direction, sighted the crossing train. He claims that he tried his air-brake about a mile south of the scene of the accident, but found it broken. Why he then neglected to whistle down-brakes--being compelled to stop at the junction at any rate--he will have to explain at the investigation which is to follow.

There is considerable of a grade on the Illinois Central tracks south of the junction, and down the incline came the heavy passenger train with a velocity far beyond the capacity of the train brakes. With a momentum of not less than thirty miles an hour it crashed into the Grand Trunk freight, which had been unable to pull across the junction in time to avoid the collision. The effect of the collision was tremendous. Of the freight four empty passenger coaches going as east-bound freight and four freight cars were hurled into the ditch to the side of the track. Of the passenger train the engine, mail-car, baggage and express car, smoker, and chair-car were almost totally wrecked and all were thrown off the track. To the engineer, fireman, and other train hands it was apparent before the crash came that a collision was unavoidable and they jumped for their lives. John Cronos, the fireman, struck his head on the stone ballast in jumping and was terribly bruised. His injuries will probably prove fatal. Of the train people several were badly hurt by the smashing and derailling of the cars. The list of injured is as follows:

JOHN MATHONEY, skull fractured and hip badly bruised.

THOMAS SPAN, baggage man, living at Cincinnati, badly wounded near the right eye.

MRS. SPAN, right shoulder dislocated and otherwise slightly bruised.

J. H. SULLIVAN, postal clerk, residing at 46 Mowen street, Cincinnati, left foot crushed and dislocated.

JOHN C. CRONES, fireman of passenger engine, living at 231 Wentworth avenue, Chicago, seven bad scalp wounds and skull fractured; probably

YELLOW FEVER SUBSIDING.

No New Cases and No Deaths in Jacksonville--Government Aid Solicited.

JACKSONVILLE, Fla., Aug. 16.—Everything is encouraging here. No new cases of fever and no deaths have been reported for over forty hours. The people are calm and confident.

WASHINGTON, D.C., Aug. 16.—News was received here today that the Savannah, Florida & Western railroad has discontinued its passenger trains from Florida to New Orleans. This, it is believed, will prevent the spread of yellow fever in that district.

A delegation from Florida called on the president today and urged action to prevent the spread of yellow fever. The president stated that there still remains about \$150,000 of the epidemic fund appropriated some years ago and placed under control of the president, and that he will immediately communicate with Surgeon General Hamilton and make such use of this fund as seems most suitable to prevent progress of the disease and to care for sufferers where necessary.

In view of the discontinuance of the passenger service to Chattanooga Dr. Urquhart has been authorized to send a fumigating car to Chattanooga. Surgeon General Hamilton has informed a surgeon in the marine hospital service who applied for a leave of absence that no more leaves will be approved at present, as "all the officers of the service are needed at their respective stations in view of emergencies which may arise."

By direction of the senate committee on epidemic diseases Chairman Harris asked the secretary of the treasury what amount he has on hand to be applied to the suppression of epidemic diseases. The secretary has replied that he has \$150,000 remaining from last year, and thinks that will be sufficient. Senator Harris, however, thinks the committee will recommend the appropriation of \$100,000 additional.

PENSACOLA, Fla., Aug. 16.—The order sending all Florida mail from the healthy as well as the infected districts to Waycross for fumigation has created considerable indignation here. The board of health adopted resolutions denouncing the mail authorities for their action, which delayed mail from Pensacola to New Orleans several days. Today the postoffice department explained that the regulation was adopted to meet quarantine requirements of some frightened districts, and that hereafter the delay would be abolished by the establishment of a fumigating station at the Alabama state line.

CHARLESTON, S. C., Aug. 16.—Fourteen passengers from Florida--none of them sick--passed northward this evening. James J. Carey, from Jacksonville, was stopped at Nemassembut and came on to Green Pond. Detectives are watching for him at Ashley Junction.

GOLOSOTTO, N. C., Aug. 16.—The board of health issued a circular denying that there is or has been a single case of yellow fever in that city.

Secretary Ranch of the state board of health notified the health department some days ago that some of the persons escaping the yellow fever at Jacksonville and Tampa, Fla., were on their way north, and suggested the propriety of taking steps to intercept through baggage and fumigate it. Nothing further was heard of the matter until yesterday, when Dr. Ranch appeared in person and told the authorities that he had information that several of the fleeing citizens of Tampa were on the Illinois Central railroad train which had met with an accident just south of the city. The result was a consultation, in which it was agreed that the baggage in question should be looked after, as well as all other from the infected district.

Dr. Montgomery was subsequently assigned to look after arriving baggage and the railroads were requested to give notice of such arrivals, which they agreed to do. The next question was to find a place to do the fumigating, and finally Commissioner DeVoll hit upon a vault in the upper story of the city hall for the purpose, which is at present unused. The idea of selecting such a public place and using the elevators to carry the trunks in which hundreds of women and children ride in going to and from the public library every day was severely criticised, but the commissioner's reply was that he had no fear about the disease.

"Then why disinfect the baggage at all?" inquired a bystander who did not want to be exposed to yellow fever for the sake of having the authorities appear vigilant.

"It is only a precautionary measure," the commissioner replied.

Despite the commissioner's argument, however, he failed to find anyone to agree with him in the wisdom of converting the city hall into a yellow fever smoke-house to save the expense of an isolated building or room for the purpose.

Dr. Montgomery was on the lookout for arriving baggage throughout the day, but up to a late hour none had been reported and the railroad people were not expecting any. If any should arrive today it will be taken charge of, but the mayor will scarcely allow it to be brought to the city hall for examination, whether Commissioner

CITY SLAVE GIRLS.

"Nell Nelson" Spends an Hour in the Factory of Henry W. King & Co., on Union Street.

And Reads the Old Story of Want and Misery, Ill. Health and Privation in the Faces of the Toilers.

Wan-Faced Women and Ghastly-Looking Girls Strain Life's Fetters for Their Daily Bread.

Ceaselessly, Wearily, Uncomplainingly Working Away While Their Employers Amass Millions.

Seventy-five Cents a Dozen for Making Overalls Is Paid the Drudges for Their Hard Labor.

On the southwest corner of Washington boulevard and Union street towers a spacious brick building, on the third floor of which Henry W. King & Co. manufacture much of the clothing that supplies the country trade. The place is far from uninviting. Clean halls and well-swept stairs proclaim the faithful service of a janitor, and the girl who has worked in "other shops" blesses the man at the rope every time she rides in the neat, mirror-lined elevator.

"Henry W. King," calls out the pilot. "First door to your right. Open and ring." Entering, I found myself in an iron cage looking through the grating into the shop. I felt like a felon waiting to be sentenced, but when I found the bell I gave it three vigorous pulls and peered in at the workers. It was the same show of bondwomen, with round shoulders, bowed heads, red, brown, black, gold, and yellow hair, actually brushing the machine arms, faces of that ghastly pallor peculiar to down-trodden youth. Nearly all were glad and shod in the rags of poverty. The machines were run by steam and the rumble overhead and the whizz along the floor deadened all other vibration. I counted eighty girls who bent over their machines, working with an industry that was simply fierce.

Did you ever price a pair of overalls?

Well, they can't be bought in this town for less than 75 cents, the very price that Henry W. King & Co. pay an experienced operator for making a dozen pairs. The operator must be experienced, for the firm don't want learners; they won't be bothered with them. They have no time to teach. Anybody who comes to their store is expected to buy and anyone who comes to their shop is expected to work and work well. It is not that it takes time to teach a new girl how to press her knee against the power wheel, how to hold the goods, and how to thread the wind-running machine, but there is the wasted cotton, the unnecessary handling of the jeans and cottons that takes the dressing off, and the skilled labor that would be sure to come by and ask for the chair if the machine, the wretched beginner, ambitious for more bread, was not in the chair. This skilled labor can be relied upon for that excellence of work and attention to detail that characterize custom work. Your fashionable tailors may pay \$3 for having a pair of trousers made, but the stitching is not a whit better than Mr. King gets on cloth pants for \$1.25 a dozen. The difference is in the fabric, in the sewing silk, and the trimmings, but slipshod work is not accepted from the "sweaters." Let one of

previous life and that he had been in Chicago once before and that he had come from New York.

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How they obtained the letters from the boxes is still a mystery. No key has been found which will open the boxes, but the means are so many for taking the letters out that it may not have been only when the boxes were full, for a strip of paper dabbed on one end with mucilage will draw a letter from the bottom of the box to the slot and the thief has easy work. It seems strange that either the postoffice detectives or the police have not captured the two men long ago, for one of the rules of the postoffice department provides that local police forces shall be kept informed of the hours of collections from boxes and of the persons authorized to collect, and instructed to arrest any persons who may be found tampering with the boxes.

The letters and packages are being sorted over as rapidly as possible and arranged in lots belonging to different firms. All requests to have matter delivered to the owners have been refused, but as soon as possible the inspector will deliver everything to the senders. He feels satisfied that hereafter the window at the postoffice where lost money-orders are inquired for will not be surrounded by such an eager throng, and that insurance companies and grocery firms will make fewer complaints to the department at Washington. The disclosures will probably make people more careful and not so many valuable letters will be left where they can be taken so easily.

WHAT IS THOUGHT IN BOSTON.

It Is Believed There Is No Organized Gang of Mail-Box Thieves in That City.

BOSTON, Mass., Aug. 16.—Postmaster Corse was asked this forenoon if he thought that the statements of the postal thieves at Chicago in regard to an organized system for robbing in the chief cities of this country and Europe were true. He said that he did not believe there is any organization of the kind at work in Boston, as the thefts are so irregular as to indicate that there is no system in the work, but that it is done independently by dishonest individuals.

Inspector Hoynton, who has general supervision over all the postoffices in New England, emphatically declared he was positive there has been no systematic robbery of letter-boxes in Boston. The complaints of the loss of letters deposited in letter-boxes are few in number, and of these it is probable that most of them are misstatements or possibly stolen in some postoffice. Postoffice thieves, he said, steal for money and not for the honor of being associated with a gang of thieves. It would be extremely difficult as well as hazardous to contract a system of robbery extending throughout the country, for the thieves would soon begin to quarrel about the division of the plunder.

O'Shea's Story Denied.

Constance O'Shea, the hackman who told a complaining story of the management of the Cook county hospital, was "angry" because he was not permitted to remain in the hospital several weeks. Dr. Alport said yesterday that O'Shea's injuries amounted to nothing. He had requested admittance a day before he was taken in, but was refused, and was finally admitted through the pleadings of a friend and because he was on the verge of delirium tremens. Three doctors examined his head and ribs and were unable to find an injury of a serious nature. The scalp was cleaned thoroughly and if an abscess formed it was for want of care after he left the hospital. Dr. Alport says he ordered O'Shea to leave the hospital and the latter spoke bitterly to several persons because he was not permitted to remain a month.

Warden Stephens says that he gives patients the diet prescribed by the doctors. O'Shea had meat, potatoes, eggs, milk, vegetables, and bread at every meal.

A Grain Company Attached.

NEW YORK, Aug. 16.—Judge O'Brien of the supreme court, at the instance of the First National bank of Chicago, O., has issued an attachment against the property of the Scioto Valley Grain company of Ohio in a suit to recover the value of a carload of seven hundred bushels of wheat worth \$200, alleged to have been converted by the company.

side of the track. Of the passenger train the engine, mail-car, baggage and express car, smoker, and chair-car were almost totally wrecked and all were thrown off the track. To the engineer, fireman, and other train hands it was apparent before the crash came that a collision was unavoidable and they jumped for their lives. John Cronos, the fireman, struck his head on the stone ballast in jumping and was terribly bruised. His injuries will probably prove fatal. Of the train people several were badly hurt by the smashing and derailling of the cars. The list of injured is as follows:

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JOHN C. CRONES, fireman of passenger engine, living at 2331 Wentworth avenue, Chicago, seven bad scalp wounds and skull fractured; probably fatally injured.

O. A. BARKLEY, colored, porter.

ANDERSON COBB, porter.

JOHN FRAZIER, porter, bruised about the scalp and body.

W. B. LAMB, passenger, slightly bruised.

Engineer Devine was slightly bruised in jumping, and most of the passengers of his train escaped with being badly shaken up. A relief and wrecking train was at once sent to the scene from Chicago. Dr. Owen from South Chicago and Drs. Holscomb and Rankin from Kensington were also quickly on the ground, rendering the first surgical assistance to the wounded, who were subsequently brought to this city and taken to St. Luke's hospital.

The shock of the collision was terrible. The heavy passenger engine was one incongruent mass of iron and metal debris, the trucks alone remaining on the track. The tender was lifted off the trucks and rolled down the embankment. The mail-car was hurled from its underpinning, and thrown into the ditch, where it turned half over. The baggage and express car rested with one end in the ditch and the other on the rails, both ends being smashed and the roof torn off. The smoking and chair cars were thrown across the tracks. Fortunately nobody was in these cars at the time of the accident. The three sleeping-cars were not damaged.

Engineer Devine claims that the accident was solely due to the failure of the air-brakes. He says that he tested the apparatus at the top of the grade, and when it did not work he whistled for the danger-brakes. Before these could be applied the train crashed into the one passing slowly over the crossing.

The Slave Girls—Who is responsible?

Failed in Business.

MINNEAPOLIS, Aug. 16.—E. H. Steele, the clothing merchant who assigned last week, today filed a statement of his assets and liabilities. The former exceed the latter \$174,000. It is believed that this amount can be realized from the estate by the assignee.

ST. LOUIS, Mo., Aug. 16.—The French Silvering and Ornamental Glass company made an assignment in favor of its creditors to F. A. Wind today. The assets are said to be \$5,000 in excess of liabilities. The company was working under a nominal capital of \$50,000.

NEW YORK, Aug. 16.—Schedules of Goodenough & Tugwell, publishers of Sunday school books, 122 Nassau street, show liabilities of \$75,729; assets, \$3,048.

The schedule of Hines & Co., tools, at 15 Dover street, assigned, show liabilities of \$32,839; nominal assets, \$56,500; actual assets, \$15,365.

Lawyers in Session.

SARATOGA, N. Y., Aug. 16.—At the opening of the session of the American Bar association this morning the leading addresses were made by Hon. George Hooley of New York. It reviewed the work of the association during its existence and more particularly for the last year. A discussion was had of the report of the committee on commercial law made last year on the subject of the adoption by congress of laws about commercial paper and on other subjects. Johnson T. Platt was appointed chairman of the committee on the expression of the legislative intention in the public statutes.

Robert Garrett Improving.

NEW YORK, Aug. 16.—Robert Garrett continues to improve in health. His friends and family are confident of his recovery. He rested comfortably last night, sleeping most of the time. No anodynes have been administered for several days. Mr. Garrett is very restive under his enforced confinement—an excellent sign, his nurses think. It is expected that he will be removed to Newport next week.

to agree to do the next question was to find a place to do the fumigating, and finally Commissioner DeWolf hit upon a vault in the upper story of the city hall for the purpose, which is at present unused. The idea of selecting such a public place and using the elevators to carry the trunks in which hundreds of women and children ride in going to and from the public library every day was severely criticised, but the commissioner's reply was that he had no fear about the disease.

"Then why disinfect the baggage at all?" inquired a bystander who did not want to be exposed to yellow fever for the sake of having the authorities appear vigilant.

"It is only a precautionary measure," the commissioner replied.

Despite the commissioner's argument, however, he failed to find anyone to agree with him in the wisdom of converting the city hall into a yellow-fever smoke-house to save the expense of an isolated building or room for the purpose.

Dr. Montgomery was on the lookout for arriving baggage throughout the day, but up to a late hour none had been reported and the railroad people were not expecting any. If any should arrive today it will be taken charge of, but the mayor will scarcely allow it to be brought to the city hall for examination, whether Commissioner DeWolf changes his purpose or not. There is probably no cause for fear, but there are many timid people, and the seat of municipal government should not be made into infected baggage-rooms, especially while the city has an unused post-house available for all such purposes.

Dr. John H. Hanch, secretary of the state board of health is at the Grand Pacific hotel.

"No, there is no danger of yellow fever here now," he said, "although we have taken all precautions against it. It is too late in the season. There is practically no small-pox here, the only case I know of is in southern Illinois."

Female Slavery—Read THE TIMES.

Double-Shooting in Minneapolis.

MINNEAPOLIS, Aug. 16.—James Scanlan and Pearl Wilson, a depraved woman, came to Minneapolis Tuesday and rented a room. Yesterday noon three pistol-shots were heard and the room was entered. Scanlan was found lying dead on the bed with a bullet in his brain, while on the floor near him lay the woman, barely alive, but conscious. Nothing is known as to the cause of the crime. Both Scanlan and the woman formerly lived in this city and were well known here and in St. Paul. Scanlan was 26 years old and a bartender.

The Slave Girls—Who is responsible?

Dined by Austin Corbin.

NEW YORK, Aug. 16.—Austin Corbin entertained at dinner in the Oriental hotel last evening Levi P. Morton, Thomas C. Platt, Charles A. Dana, George W. Childs, John C. New, A. Thordyke Rice, J. Sloot Fassett, Mayor Chapin, of Brooklyn, and Jean Gennadius, the Greek minister. The dinner was strictly private, and, so far as known, no political significance could be attached to it.

Female Slavery—What is the remedy?

Two Murderers Captured.

CHATTANOOGA, Tenn., Aug. 16.—Charles McAfee and Gus Page, two of the murderers of Joseph Williams, who was so horribly butchered in the Fifth ward of this city yesterday morning, were captured at Graysville, Ga., today and will be brought to Chattanooga. The third man implicated is being pursued by a posse of men with bloodhounds.

Ocean Steamship Arrivals.

At London, Baltimore, from New York, Bremen.
At Southampton, Bremen, from New York, Bremen.
At Havre, Marseilles from New Orleans.
At New York, Wieland from Hamburg and Waesland from Antwerp.
At Queenstown—Celtic, from New York.

Conscience Money from California.

WASHINGTON, Aug. 16.—Assistant Treasurer Wheelley has received a draft for \$25 as conscience contribution from Monrovia, Cal. Accompanying the draft is an unsigned letter stating that the money is due owing to the writer's remissness in making correct return to the revenue collector during the early years of the war.

Refined His Wife and Him.

LONG BRANCH, N. J., Aug. 16.—Adolph Harman, a German, employed as a clerk in Morford, Brown & Co.'s store, today tried to shoot Mrs. Hayes, his mother-in-law, and then killed his wife and himself at Highlands of Navesink, in the woods back of the Twin Light house.

Dudley Buck in Good Health.

BROOKLYN, L. I., Aug. 16.—Friends of Dudley Buck, the distinguished composer, have been much disturbed over the report of his death. There is no truth in the report. Mr. Buck is in good health and in Europe, from where he is expected to return next month.

Local Storms in Illinois.

Rain, local storms, clearing in the northern portion, generally cooler and winds becoming westerly is the kind of weather predicted for Illinois today.

their shop is expected to work and work well. It is not that it takes time to teach a new girl how to press her knee against the power wheel, how to hold the goods, and how to thread the wind-running machine, but there is the wasted cotton, the unnecessary handling of the jeans and cottonade that takes the dressing off, and the skilled labor that would be sure to come by and ask for the chair if the learner, the wretched beginner, struggles for more bread, was not in the chair. This skilled labor can be relied upon for that excellence of work and attention to detail that characterize custom work. Your fashionable tailors may pay \$3 for having a pair of trousers made, but the stitching is not a whit better than Mr. King gets on cloth pants for \$1.25 a dozen. The difference is in the fabric, in the sewing silk, and the trimmings, but slipshod work is not accepted from the "sweaters." Let one of them run up a crooked leg seam and the forewoman will fling the garment back, command correction, promise dismissal if the negligence is repeated, and you can depend upon her for keeping her word.

I tell you swell dressmakers and private-family seamstresses who get \$3 a day and your dinner and supper, these young girls who are slowly grinding their lives out for the wholesale shops, the middle shop, and the stop-shop, would put you to shame could the quality and quantity of their work and your work be compared. Placed in one of these large factories with a machine in front of you and a dozen overalls at your feet at 75 cents a dozen, it would be more than four weeks before you could earn that amount each day.

It is not enough to see that these girls can finish six, ten, twelve, eighteen, or twenty-four of these pants in ten hours, but to appreciate the work and calculate rightly the terrible exhaustion one must take the machine, take the garments, and take the experience for one's self.

While I waited in the little wire-fenced vestibule for someone to answer my ring I saw a girl of 15 years or so faint at her work and drop over on the machine table. Although her comrades were on both sides no one looked to her condition till their seams were finished. The girl on the left brushed the matted hair up from the pale forehead, rubbed her white face with her stained hand, and advised her to go home.

Did she? No. She lay on her arms with her eyes closed and the cool air from the open window fanning her face. Across the way a building was being erected and fragments of the material came in with the breeze, but her sensibilities were not offended, and she slept at her silent shuttle and smiled as she slept, as if in defiance of the dust and lime and thundering noises of the mighty machinery of power and wealth.

The gate was opened by a man who referred me to the forewoman at the rear end of the shop. I walked back through a perfect avenue of material. Fabrics on the left towered far above the heads of the girls, bolts of uncut cloth, boxes of trimmings, and bundles of cut goods composing the wall. On the right stretched work-tables with newly-made flannel shirts, laborers' overalls, and shirts and woolen pants rising tier upon tier waiting to be ticketed and boxed and shipped north, west, and south as far as the table stretches. The forewoman was not unpleasant and by no means unkind. She did not need any help.

"Then why don't you take your sign down?" I asked.

"Well, I'll tell you. I have all the girls I can possibly accommodate. All the machines are taken, but all may not suit. Some of the girls are not doing well, but I want to give them a few days more and if I see that they can't do the work I'll discharge them. Then I'll give you a reference, or any one who calls."

"But they are working. See how they work! It's shameful to work women that way."

"You think so? Well, we won't talk about that now. Yes, they are working, but they have to do a certain quantity of work to be satisfactory."

"What do you call a certain quantity?"

"Well, enough to justify us in having them

THE REASON WHY

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Conselessly, Wearily, Uncomplainingly Working Away While Their Employers Amass Millions.

Seventy-five Cents a Dozen for Making Overalls Is Paid the Drudges for Their Hard Labor.

On the southwest corner of Washington boulevard and Union street towers a spacious brick building, on the third floor of which Henry W. King & Co. manufacture much of the clothing that supplies the country trade. The place is far from uninviting. Clean halls and well-swept stairs proclaim the faithful service of a janitor, and the girl who has worked in "other shops" blesses the man at the rope every time she rides in the neat, mirror-lined elevator.

"Henry W. King," calls out the pilot. "First door to your right. Open and ring." Entering, I found myself in an iron cage looking through the grating into the shop. I felt like a felon waiting to be sentenced, but when I found the bell I gave it three vigorous pulls and peered in at the workers. It was the same show of bondwomen, with round shoulders, bowed heads, red, brown, black, gold, and yellow hair, actually brushing the machine arms, faces of that ghastly pallor peculiar to down-trodden youth. Nearly all were clad and shod in the rags of poverty. The machines were run by steam and the rumble overhead and the whizz along the floor deadened all other vibration. I counted eighty girls who bent over their machines, working with an industry that was simply fierce.

Did you ever price a pair of overalls? Well, they can't be bought in this town for less than 75 cents, the very price that Henry W. King & Co. pay an experienced operator for making a dozen pairs. The operator must be experienced, for the firm don't want learners; they won't be bothered with them. They have no time to teach. Anybody who comes to their store is expected to buy and anyone who comes to their shop is expected to work and work well. It is not that it takes time to teach a new girl how to press her knee against the power wheel, how to hold the goods, and how to thread the wind-running machine, but there is the wasted cotton, the unnecessary handling of the jeans and cottons that takes the dressing off, and the skilled labor that would be sure to come by and ask for the chair if the learner, the wretched beginner, ambitious for more bread, was not in the chair. This skilled labor can be relied upon for that excellence of work and attention to detail that characterize custom work. Your fashionable tailors may pay \$3 for having a pair of trousers made, but the stitching is not a whit better than Mr. King gets on cloth pants for \$1.25 a dozen. The difference is in the fabric, in the sewing silk, and the trimmings, but slipshod work is not accepted from the "sweaters." Let one of

about. The work is out and has to be made to fit the orders of the house.

"What do you pay a dozen?" "I pay 75 cents for some kind and 65 cents for better overalls; \$1 for others, and \$1.25 for work."

"And the finishers?" "Twenty-five cents a dozen. That is, to turn up the bottoms. All the other work is done by machine. It's not hard work."

A good deal harder than I should care to engage in for my daily bread.

Here, as elsewhere, the weekly stipend varies from a fair competence to starvation wages. Plenty of hands earn \$3, \$4, \$4.50, and \$5 a week, and a minimum by slavish industry and an experience beyond their years succeed in making \$7, \$8, \$9, and \$10.

The factory is well managed and Henry W. King & Co. will get full value for every penny paid the poor, pale, slight young women. Be it said to the credit of these manufacturers their factory is abundantly lighted and ventilated. The walls are finished, the calcimine is white and pleasing, and the floors are kept clean. There is a toilet-room near the center of the shop—a big place, with three closets, a long sink, and not any too much light. The plumbing is perfect, and the girls revel in the luxury of three long towels a day. The towels and closets, though, are few enough for the convenience of a hundred girls.

On the floor overhead is the Heywood-Morrill Rattan company, where I got a job at 30 cents a day earning rockers. The place was so clean and sweet and quiet that I felt like accepting work at a rebate of 20 per cent. Piles of canisters for men, women, and children; for dolls, invalids, and idlers; chairs to rock in, sew in, dine in, sleep in, smoke in, and rest in. Chairs in single and double file in towering walls, solid masses, hollow squares, and in inviting solitude where skinny little girls sat and rocked every chance they could get away from their work.

The gentlemen are eastern capitalists but, judging from the way they have started out, they are not likely to get left in the battle of competition.

Fifty cents a day is paid each girl for a month or longer if necessary to learn the art of plaiting chair-backs. By way of self-protection one week's salary is kept back from the learner. The work is delightful, mere child's play in comparison to the drudgery of most factories and shops. There is a full hour at noon and a half-holiday Saturday. Any smart girl can make \$1.25 a day, and \$9 is not unusual for experienced hands. As in the clothing trade, the chairs are piece-work.

NELL NELSON.

PUBLIC OPINION.

In Union There Is Strength.

AURORA, Ill., Aug. 15.—TO THE EDITOR: THE TIMES has awakened much interest in regard to the "City Slave Girls," and when a paper is bold enough to expose the wrongs of the laboring classes it deserves support.

So long as the blood-suckers have it in their power they will gratify their avaricious appetites to surfeit, but the grand union of the north crushed out the slavery of the colored race, so shall the grand labor union crush out the slavery of white laborers. Blaine has come back from Europe and will no doubt try to show as how well we are off here in this country, with its protective tariff, and how poorly fed and clothed are the laborers of free-trade countries. When he is ignorant of how the poor exist with \$2 per week in his own country how much will we give him credit for knowing about the poor of other countries?

O. B.

Much Hope Through Organization.

McGREGOR, Iowa, Aug. 14.—TO THE EDITOR: In common with thousands of readers of THE TIMES I have been intensely interested in Miss Nelson's exposures of the ill-treatment of the poor factory-girls of Chicago. It strikes no good purpose to abuse the girls because they do not find better places, and it is equally idle to abuse the employers. Both are the victims of a depraved society and a more depraved law. Society should not tolerate the spirit of religious proselytism which collects thousands to send missionaries to heathen lands. Do not the clergymen and Christian people of Chicago know or have reason to believe that there is more human suffering to the square mile in Chicago than in any city of the world having an equal population? The writer admits, however, that he has little hope for the poor through charity but much hope, through organization, to expose injustice and outrage.

R. N.

Homes and Housewits.

EAGLE ROCK, Idaho, Aug. 13.—TO THE EDITOR: Horace Greeley's advice to young men is just as well adapted to young women now. Of course I've nothing to say of those who prefer to eke out life in a city shop rather than do honest housework at \$2 or \$4 per week and good board besides. The little towns in the Rocky mountains will still welcome a few thousands, if properly distributed, for their good wages, and guarantee husbands for most of them.

ROBERT ANDERSON.

Sound Story—Read THE TIMES.

LOVE AND DEATH.

An Extraordinary Drama in Real Life in Switzerland.

PARIS, July 23.—A telegram from Rome gives an account of an extraordinary drama which has just occurred on the lake of Bienna. A journeyman watchmaker living at Saint Imier had fallen violently in love with a young lady of the neighborhood, who returned his passion. She was of remarkable beauty, and as good as her family

WAITING FOR M

Republican Senators Affront introduce a Tariff Bill Till Pine-Tree State

The Protective-Tariff League Boast Protection Literature By Broadcast T out the Country.

Wisconsin Opponents of Prohibition Rather Pointed Resolutions—In Campaign About to Open

WASHINGTON, Aug. 16.—The election takes place early next month, and it is expedient to have a republican to succeed or at least debated, until that event is over. The latest returns from Maine are that he is still unreconciled of a reduction of one-half in the sugar less the duty on lumber be taken off. Clean senators are not likely to propose removal of the duty on lumber just on the election in Maine, and they even care to have a republican make a speech demanding it when they need to have the enthusiasm worked up to its highest pitch in order majority that will give the party prestige in other states. Mr. Reed's disclosure that a little indifference on the part of the public there would result in a demerit. The moral effect, immediately return of Mr. Blaine, of a democratic in the state ticket in Mr. Reed's district, unwholesome upon the republican states, and would particularly stimulate of democrats to beat their records in western agricultural states. Mr. Blaine just at this time has thrown considerable sibility upon him. A falling-off in the majority under the circumstances would Blaine to regret that the journey from to Clancy castle per stage-coach occupies time.

The latest theory about the president's acceptance and the republican tariff each is waiting in decision for the other itself first. Some of the senators propose to believe that the president is willing to believe that he sees what kind of a tariff republican senators fix up, and they the letter ought to come out first, so that they up their bill accordingly. This theory is more plausible than the suggestion president is withholding his letter till he decide whether he will accept the nomination. The fact is that the republican senators even leader to fix up a tariff bill the members will stand by until the house means committee did. Mr. Mills could afford to lose a few democrats the bill Senator Allison's committee of must get every single republican vote involve the republicans in disaster.

THE PROTECTIVE TARIFF LEAGUE.

Seventeen Million Pages of Printed Sent Out to Voters.

NEW YORK, Aug. 16.—At a regular meeting of the executive committee of the League in New York, held today, were received showing that an immense work had been done during the month of August and the month of September, and that the League had been sent out about seventeen million pages of printed matter. The League in New York was elected manager of Garrett Roach, deceased, Ex-Gov. Hoyt of Pennsylvania was elected secretary of the League in place of Joseph resigned.

WISCONSIN ANTI-PROHIBITION.

They Denounce "Fanatics Who Abuse the Liquor Business."

MADISON, Wis., Aug. 15.—The Wisconsin Prohibition society closed its sessions today adopting the following platform and the old officers.

"The Anti-Prohibition association of Wisconsin in convention assembled at the city of hereby declares:

"1. That all summary and prohibitory restricting the liquor traffic are unconstitutional, unjust, impolitic, pernicious, and tyrannical and tyrannical because at the great fundamental principles of government; unjust because designed to happiness and well-being of the major benefit to the minority; immoral because create law-breakers, drive business to places and vicious habits, aggravate drunkenness by encouraging the use of impure and stimulating the liquor industry by pounding-shops and distilleries, and encourage drinking; pernicious because destroy millions of dollars invested in manufacturing and by throwing out of thousands of our laboring classes; and because they are a futile attempt to protect and against himself at the expense of use without labor and who find enjoyment recreation as well as health and moderate use of stimulating drinks.

"2. That drunkenness is a consummation