

Sixth Annual Report of the Bureau of Labor and Industrial Statistics

Section 3, Pages 61 - 90

This report, which covers the year 1890, includes an introductory letter to Governor Lyman Humphrey written by Frank Betton, Commissioner of Labor and Industry, regarding the state's compliance with sanitary requirements and other provisions for the welfare of employers and employees. The main text of the report is divided into two parts: Part I deals with child labor statistics and Part II is an investigation of labor organizations and their relationship to the greater community. The appendices include information about the proceedings of the State Federation Convention and the Federation Constitution. It includes an index and a table of contents.

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TABLE showing the regular time for commencing and ceasing work, the aggregate number reporting for each period of time mentioned, and the per cent. they bear to the whole number.

Com'nced work.	No.	Per cent.	Ceased work.	No.	Per cent.
A. M.			P. M.		
4:30	1	.56	4:00	12	6.74
5:00	1	.56	5:00	27	15.17
5:30	5	2.80	5:30	30	16.86
6:00	10	5.62	6:00	52	29.22
6:30	6	3.37	6:30	2	1.12
7:00	99	55.62	7:00	11	6.18
7:30	13	7.30	7:30	13	7.30
7:45	1	.56	8:00	24	13.48
8:00	20	11.24	9:00	2	1.12
9:00	11	6.18			
10:00	1	.56	11:00	1	.56
P. M.			A. M.		
4:00	3	1.69	4:00	1	.56
4:30	6	3.38	7:00	2	1.13
5:30	1	.56	7:30	1	.56
Totals	178	100.00	Totals	178	100.00

TABLE showing nativity of parents, and number of brothers and sisters under fifteen years of age.

Industries.	Total number reporting	Native-born parents.	Foreign-born parents.	Both parents living.	Father dead.	Mother dead.	Orphan.	Required to work by parents.	Brothers and sisters under 15 years.			
									No. having.	Average to family.	No. having at work.	Average to family.
Bootblacks	9	5	4	9				5	8	3†	4	1†
Cash girls	9	7	2	9				9	9	2‡	6	1
Elevator boys	3	2	1	3				3	3			
Errand boys	6	6		6	1			3	6	2‡	2	1‡
Foundry boys	9	3	6	8	1			9	8	2‡	1	
Machine-shop boys	5	3	2	5				5	5	2‡	1	2
Messenger boys	15	9	6	12	3			9	14	2‡	8	1‡
Messenger boys, W. U. Tel.	6	3	2	3	2	1		4	6	1‡	2	1
Mine boys	31	7	24	26	2	3	1	31	17	2‡	5	1‡
Miscellaneous*	12	8	4	11	1			7	9	3‡	2	1
Office boys	6	6		5	1			3	6	2‡	2	1
Packing-house boys	31	22	9	28	3	1	1	23	29	3‡	19	1‡
Packing-house girls	5	3	2	4	1			4	5	3‡	5	1‡
Paper carriers	13	10	3	10	3			4	13	3‡	9	1‡
Printer apprentices	4	4		2	2			2	2	2‡		
Soap-factory boys	4	3	1	4				3	4	3‡	2	1
Store boys	9	7	2	7	2			4	9	2‡	2	1
Totals	177	108	68	151	22	5	2	127	153		71	
Percentages		61.36	38.64	84.83	12.36	2.81		71.35	85.95		46.40	

* See previous foot-note.

† Of 153 — the number reporting.



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COMMISSIONER OF LABOR STATISTICS.

TABLE SHOWING OCCUPATIONS OF FATHERS.

Industries.	Total number reporting.....	Laborers.....	Mechanics.....	Professional men.....	Clerks.....	Miners.....	Number answering this question.....
Bootblacks.....	9	6	3				9
Cash girls.....	9	2	5		1		8
Elevator boys.....	3	1	2				3
Errand boys.....	6	1	2		2		5
Foundry boys.....	9	5	3				8
Machine-shop boys.....	5	2	3				5
Messenger boys.....	15	6	5	1	1		13
Messenger boys, Western Union Telegraph.....	6		2		1		4
Mine boys.....	32			1		27	28
Miscellaneous*.....	12	6	4	1	1		12
Office boys.....	6		3	1	1		4
Packing-house boys.....	31	22	3				28
Packing-house girls.....	5	3	1				4
Paper carriers.....	13	5	3		1		10
Printer apprentices.....	4	1	1	1			3
Soap-factory boys.....	4	4					4
Store boys.....	9		3	2	2		7
Totals.....	178	64	47	8	10	27	156
Percentages.....		41.02	30.13	5.13	6.41	17.31	100

* See previous foot-note

TABLE showing by occupation, term of employment, age, and educational advantages.

Industries.	Av. No. months employed.	Av. age at beginning work.	Av. present age.....	No. attending day school since beginning work.....	Av. months in attendance.	No. attending night school since beginning work.....	Av. months in attendance.	Prefer to attend school.	Able to read.....	Able to write.....	Can add.....	Can subtract.....	Can multiply.....	Can divide.....
Bootblacks.....	17½	10½	12½	2½	5	9½		9	9	7	6	6	6	4
Cash girls.....	15½	10½	12½	2½	5	8½		8	9	9	9	8	7	7
Elevator boys.....	7	13	13½	4				2	3	3	3	3	3	3
Errand boys.....	9	13	14	4½	1	4		3	6	6	6	4	4	4
Foundry boys.....	11½	13½	14½	4½			3	3	6	9	9	8	7	7
Machine-shop boys.....	13	14	15½	3½		1	6	2	5	5	4	4	4	4
Messenger boys.....	9½	12½	13½	3½	6	6		11	15	14	13	10	10	10
Messenger boys, W. U. Tel.....	35½	11	14	3	2	2½		3	6	6	6	6	6	6
Mine boys.....	28½	11½	15	8½	27	9½	12	5½	27	31	30	24	25	23
Miscellaneous†.....	15	13½	15½	4½	3	8½		6	12	12	11	10	10	10
Office boys.....	12	13	14½	4½				3	6	6	6	6	6	6
Packing-house boys.....	15	12½	14½	3½	1	4		25	30	20	20	18	18	18
Packing-house girls.....	11½	13½	14½	5½		1	4	1	4	4	4	4	4	4
Paper carriers.....	7	12	13	4½	11	7		11	13	9	9	7	7	7
Printer apprentices.....	15	13½	14½	4½				1	4	4	4	4	4	4
Soap-factory boys.....	6½	13	13½	3	2	5		3	4	3	2	1	1	1
Store boys.....	11	13½	14½	4½	1	3	2	4½	9	9	9	8	8	8
Totals.....				76		24		128	176	157	150	130	131	126
Per centages‡.....				64		24		16.91	98.54	88.20	85.78	80.92	80.92	78.70

* School year, five to nine months.
 † See previous foot-note.
 ‡ Of 178, whole number reporting.

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We have made a thorough analysis of all these topics, and the tables show nearly all that can be shown in regard to the matter, from all standpoints. It may be well, however, to call attention to a few prominent facts that appear in the above tables. In the employés' returns, for instance, there are 26 mine boys, out of a total of 32, who are reported to have commenced work under the age of 12, and from "personal interviews," one who is still under 12 is at work; while the employers claim that *all* the children-employed are of legal age. In the packing-houses one commenced work when less than 11 years old, and 7 more while yet under 12, out of a total of 31 boys. Over two-thirds of the parents are native-born, and there are over five-sixths of the children who have both parents living—only two reporting both parents dead. Over 71 per cent. of the children reporting are required to work by their parents, or 153 out of a total of 177. This in itself is a strong argument in favor of restrictive legislation, and tends to prove the assertion that the selfishness and greed of parents often overbalances all considerations of their children's mental and physical welfare. The bootblacks and store boys work the longest hours, though the former may be said to have command of their own time, their hours being longer or shorter according to the demands of their "trade." The office boys work the shortest time—9 hours. According to the employers' returns, the average length of time worked by each child per day was 9.7 hours, equaling 9 hours and 42 minutes; while from the "personal interview" returns of the children, it is shown to be 9 hours and 43 minutes. This result, arrived at from entirely different standpoints, conclusively proves the accuracy of the figures presented. The employers report the average weekly wages of the total number employed as a trifle over \$3.81, while the children give the average as \$3.44. This seeming discrepancy can be accounted for by the fact that the highest price paid for labor is that paid the mine boys, and that of the occupations reported by the employers nearly half are those employed in mines, while in the reports of the children less than one-sixth follow that occupation. A study of the preceding tables will give a clear idea of the condition of the child wage-worker in this State, as the subject has been exhaustively treated from every point of view.

OPINIONS OF EMPLOYERS.

Brick Manufacturer.—I believe it is healthy and beneficial to make children do light work as soon as they become old enough, as it develops their muscle and teaches them to be useful, and it is not so hard for them when they become older. If they are allowed to loaf around when small, it is as hard to break them of it as it is to teach them to work; besides, it makes tramps and jail-birds of them.

Brick Manufacturer, Cherokee County.—There are, so far as I know, no children under 15 years of age employed in manufactories in this county. There are some employed, under that age, in picking small fruits during the season. This would hardly interfere with their attendance at school, as the schools are usually closed at that time.

Brick Manufacturer, Republic County.—I believe that children under fifteen years



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of age should be brought up to out-door work that is not too heavy, but I think there should be a law prohibiting the employment of children under fifteen years of age in workshops, mines, and factories.

Broom Manufacturer, Wyandotte County.—My factory is small, and I chiefly employ men. I prefer them to boys, as the work is done better.

Fruit-Canning Operator, Douglas County.—Light labor during vacation is beneficial in more ways than one; it develops the physical system, and the money earned teaches children self-reliance, and is an incentive to future ambition.

Fruit-Canning Operator, Leavenworth County.—It is almost impossible to give you a statement that will be satisfactory, as we work by the piece, and it depends on the season. During pea season, some days, I had as high as 375 men, women, and children employed; now I have about 150, say every other day, on account of dry weather. We are working now on beans. Some will work one day in the week, and some more. This is therefore the best I can do for you.

Stock-Car Company, Sedgwick County.—I consider labor beneficial to a child, provided it is directed and chosen with discretion. Just how much and what kind of labor a child ought to perform should be determined by circumstances which are many and varied, and should be regulated by law. Overseers often need more law to regulate them in directing a child's labor, than they do in any other department.

Coal-Mine Operator, Osage County.—I believe a child should be taught to work as early as possible, and he should also be taught that labor is honorable, and that the laborer is worthy of his hire. Laws should be made so that it would be impossible for the employers to absorb the earnings of the laboring class.

Coal-Mine Operator, Osage County.—I am in favor of prohibiting children under fifteen years of age from working, and I also favor an apprentice law.

Coal-Mine Operator, Osage County.—I am not in favor of compulsory education, nor anything else that partakes of a compulsory nature. There is nothing democratic in compulsion.

Coal-Mine Operator, Leavenworth County.—This mine is not sufficiently developed to employ children. No doubt ere another year rolls around, unless there is a law prohibiting it, we will have children in the mine. [NOTE.—This operator is in favor of a law prohibiting child labor.—COMMISSIONER.]

Coal-Mine Operator, Leavenworth.—This company will not employ children. [NOTE.—Home Mining Company.]

Coal-Mine Operator, Osage City.—So far as we know, we have no boys at work in our mines under fifteen years of age. However, there might be some cases that we do not know about.

The Pittsburg Coal Mining Co., Crawford County.—This company at present does not employ any child labor.

Keith & Perry Coal Co., Cherokee County.—All boys employed by us must furnish a certificate from a teacher that they have attended school for three months during the year in which they are employed; and they must also be able to read and write, before they can obtain employment.

Norton Coal Co., Cherokee County.—The boys who work in our mines work either with their fathers or brothers, who have charge of the rooms in which they work. No boy under eighteen years of age is allowed to have charge or management of any room, entry or other place where work is done, in or around the mines. We invariably require the boys to procure certificates from the principal of the school, as evidence that they have attended three months within the year, before we allow them to work in the mines. We have from eight to nine months' school each year, and I

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am inclined to think our law should be changed to require six months' attendance, instead of three, before boys should be allowed to work in the mines.

Coal-Mine Operator, Osage County.--We have only four boys under eighteen years of age. They all work with their fathers.

Coal-Mine Operator, Osage County.--I think no boy should work more than eight hours a day, and that school attendance should mean in "day schools." I also believe it to be the duty of employers to see to this; I think it would help the cause of education a great deal. The present law preventing children under twelve years of age from working in the mines is a good one, but even above that age eight hours a day is long enough for them to labor. I am sure ninety per cent. of the employers in Kansas would agree with me in this.

Galvanized-Cornice Manufacturer, Shawnee County.--I never believed in cheap labor, but favor a law similar to that of France and Germany. In those countries a boy has to be apprenticed to learn a trade, and then must serve three years as a journeyman, before receiving a certificate showing what he is worth. If a similar law was enacted here, bosses would have to pay according to proficiency, and there would be less question about wages.

Foundry Operator, Atchison County.--While I am generally in favor of the prevention of children under fifteen years of age from working, I apply the principle to heavy and laborious employment unfitted for their tender years, though I admit there are many kinds of labor that will not materially interfere with the proper development of the body; hence I would classify the kinds of labor they should be exempt from. Even with the different classes of labor permitting their employment, I would require a certain amount of schooling before going to work, or else compel them to attend school for a certain time while they were employed. I would favor a law attaching heavy penalties to the selling to boys tobacco, cigars, cigarettes, and obscene or so-called sporting papers. I also think that children should have a proper Christian training, as many of the after impulses of the man depend upon the early teachings of the boy or girl.

Steam-Laundry Proprietor, Shawnee County.--It is very evident to me that idleness is the direct cause of more vice among boys than anything else. We do not solicit child labor, for, as a rule in our business, it does not pay, and there is a liability of their becoming careless around machinery, and getting injured; and in such a case the employer is apt to be sued for damages. We have the written consent of the parents or guardians of persons under 21 years of age to operate laundry machinery and to do whatever else may be required of them. We often have applications from parents for a position for a boy during school vacation, as they "don't want him idle;" and we have several boys of this class whom we employed while still under 15 years of age, but who are now 16 or 17, and earning from \$5 to \$10 per week. For these reasons I don't think child labor should be prohibited entirely.

Merchant, Shawnee County.--I have only one clerk employed who is under twenty-one years, and he is my own boy. I notice you ask for opening and closing hours of business, and I state 7 A.M. and 10 P.M., but do not judge from this that any of my employes are confined in the store that number of hours every day. I am not in favor of young children being employed at work in any case, and they should be required to attend school when it can be done.

Merchant Tailor, Shawnee County.--I think compulsory education is an absolute necessity for the welfare of the State.

Plow Manufacturer, Shawnee County.--I have two sons that have worked in the shop with me about three years. They have passed through the grammar grade in



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the city schools, and have never been absent from work on account of sickness. They are faithful, and work better than any help I can employ. I believe the labor question a vexed one that will never be satisfactorily settled by humanity. The malady is fatal, although there are plenty of doctors that are quite sure their remedies would work a speedy cure if thoroughly applied, and no doubt many of them would result in much good if they could be tried, yet I believe the patient is fast becoming unmanageable, so that no system of treatment can be applied or carried out for his benefit.

Book Publisher, Shawnee County.—We employ one boy under contract for three years in our ruling department. This contract system works satisfactorily. We believe a contract system of this kind would be of great advantage to the employers as well as the employes, if enacted into a law.

Another book publisher says: The publishing trade is not a good criterion to go by in arriving at a conclusion as to the merit of child labor. Here the boy or girl is housed in a healthy, comfortable building, as pleasant and enjoyable as a modern school building. The business is an educator from beginning to end. The work is light, with just enough exercise for good circulation. Example: At 14 years of age my boy had reached the high school. I then put him to learn the printing business, and he enjoyed himself while mastering the trade. In four years he fitted himself for supporting a family, and after one year's experience in office work he had a much better education than if he had continued in school. Now, while attending St. Johns Military College, he appreciates all that is taught him, is ambitious to learn, and I believe is much farther advanced than if he had commenced fancy studies at 14.

Beef and Pork Packing Company, Wyandotte County.—Regarding the employment of children, we would rather have them attend school, yet in many cases their parents largely depend on them for support, and we can and do give them light work. Often widows bring their children to us, asking employment for them, as that is their only means of support. We believe if there was less liquor drank, there would be very little necessity for child labor.

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PART II.

ORGANIZED LABOR.

At the request of the Trades and Labor Assembly, of Topeka, the Bureau undertook, during the past year, to collect information regarding the condition of organized labor in the State, and after several conferences with a committee from that body, the following circular was prepared and mailed to the address of every Trades Union and Knights of Labor Assembly of which the Bureau could obtain any knowledge. The circular was as follows:

[TRADES UNIONS.]

STATE OF KANSAS,
BUREAU OF LABOR AND INDUSTRIAL STATISTICS,
TOPEKA, KANSAS, JANUARY 1, 1890.

To ———: It is the purpose of this Bureau to present in its next Report a statistical compilation, designed to show the extent and efficiency of labor organizations in the State.

This work is undertaken in response to a desire frequently expressed for reliable information on this subject, and with the object of showing what organization has accomplished in promoting the aims of workingmen, as well as providing a basis for intelligent action on the part of those interested.

A presentation of this character of course involves the procuring of the necessary details of facts and figures from the various organizations themselves; and in order to secure any degree of success, it is essential that each union, assembly or lodge should concur in the effort, and contribute from its own experience and records the data required to make up a full and intelligent exhibit.

For the purpose of obtaining uniformity of information, the following schedule has been prepared with the advice and concurrence of leading unionists and officers of assemblies and lodges, and is submitted to all associations of workingmen in the State, in the belief that they will willingly forward the objects of the Bureau by making the statements called for.

It will be readily seen that the facts brought together by fair and full replies to these interrogatories on the part of all the organizations of labor in the State, will constitute a mass of information of great interest and value to the membership of these organizations; and will make such an exhibit as has not been before undertaken. To society at large it will present such a view of the dignity and potency of organized labor as will command consideration and respect.

FRANK H. BETTON, *Commissioner*.

NOTE.—At a meeting of the Topeka Trades and Labor Assembly (representing twelve Trades Unions of Topeka), this blank was submitted and a special committee was appointed to confer with the Labor Commissioner; a conference was held, and at a subsequent meeting the committee reported that they—
"Approve of the form, and recommend that all unions and every union workman make an endeavor,



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COMMISSIONER OF LABOR STATISTICS.

through this blank, to assist the Labor Commissioner in gathering complete and correct returns respecting organized labor, its objects and its benefits."

(Signed)

T. B. BROWN, of the Printers' Union.
N. S. JOHNSON, of the Plasterers' Union.
G. HARRIS THOMAS, of the Stonecutters' Union.
J. H. WESTINE, of the Carpenters' Union.
G. PULLEY, of the Tailors' Union.

[This report is expected to cover the year 1889.]

N. B.—No publicity will be given to the names of individuals, or any information leading to the identification of the members of the Union.

ORGANIZATION.

1. Name, —.
2. Location, —. Special occupation, —.
3. Date of organization, (month) —, (year) 18 —.
4. Number of original charter members, —. Number of enrolled members January 1, 1890, —.
5. How many members of your union are citizens of the United States? —.
6. Number of members having families, —.
7. Number of members living in homes of their own, —.
8. Number of members living in rented homes, —.
9. What proportion of all the workmen of your trade in your locality belong to the union? —.
10. What State, national, or international organization are you connected with? —.

WAGES.

11. Into what grades or classes are men in your trade divided? —.
12. What were the average wages per day during the year 1889, and what were the average weekly earnings of men of each class: —.

Class.	Rate per day.	Average per week.
First.....
Second.....
Third.....

13. Give, as near as possible, the rate of wages that have been paid to the same classes for a series of years past:

Class.	1889.		1888.		1887.		1886.		1885.	
	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.
First.....
Second.....
Third.....

14. Are wages paid uniformly in cash? —.
15. How often are wages paid? —.
16. Are "truck stores" maintained by any of your employers? —.
17. How many hours constitute a day's work in your trade? —.
18. How many weeks in the year can your members usually obtain employment? —.
19. What proportion of your membership had steady employment during the year 1889? —.
20. Was employment more regular during the year 1889 than in former years? —.



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STRIKES.

21. What strikes or lock-outs have taken place in which members of your union, assembly, or lodge were engaged, since January 1, 1885?

(Give, as nearly as possible, the date, number involved, cause, time continued, result, and amount of pecuniary assistance received in each strike or lock-out.)

Date.	No. of men.	Cause.	Time continued.	Result.	Assistance received.	
					Dolls.	Cts.
.....
.....
.....
.....
.....
.....
.....

22. What attempts were made to adjust these difficulties by arbitration, and with what results? —.

23. What is the total amount that has been contributed by your union, assembly, or lodge, to assist others in time of strikes during the past five years? \$—.

APPRENTICES.

24. How many apprentices do you permit? —.

25. How many years must an apprentice serve before being admitted to full membership? —.

26. What proportion of your membership have served a regular term of apprenticeship? —.

27. Is the present apprenticeship law of any practical benefit to your trade? —.

28. Do you desire a law for the indenture of apprentices? —.

BENEFITS.

29. Do you maintain a fund for defraying expenses of accidents among your members? —.

Amount so expended during the year 1889, \$—.

30. Do you maintain a fund for defraying expenses of sickness among your members? —.

Amount so expended during the year 1889, \$—.

31. Do you maintain a fund for defraying expenses of death among your members? —.

Amount so expended during the year 1889, \$—.

32. What is the annual cost per member of maintaining your organization? \$—.

33. Is there a library or reading room maintained for the use of your members? —.

34. What efforts are made for the social or educational development or for the recreation of your members? —.

35. What coöperative enterprises have been inaugurated by your members? —.

IN GENERAL.

36. What influence, if any, has "convict labor" had upon your trade? —.

37. How, in your opinion, should the labor of convicts be utilized? —.

38. What effect, if any, does foreign immigration have upon your trade? —.

39. What well-defined advantages have accrued to your membership as a result of organization? —.

40. Is the tendency towards an increase in the number and efficiency of organization in your trade? —.

41. What legislation, if any, would be of advantage to your trade? —.



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COMMISSIONER OF LABOR STATISTICS.

On June 1, 1890, after consulting with several prominent members of the various organizations of railway employes, I modified the foregoing circular to adapt it to the conditions surrounding railway labor, and forwarded copies to each local division of brakemen, conductors, engineers, firemen and switchmen in the State. The changes in the circular were very trifling. In the first eleven questions no change was made. Question 12 read as follows: "How are wages paid—by the mile, the day, the trip, or otherwise?" The following are the only other questions changed:

13. What were the average wages per day during the past year, and what were the average monthly earnings of men of each class?

PASSENGER.

Class.	Rate per day.	Average per month.
First.....
Second.....
Third.....

FREIGHT.

Class.	Rate per day.	Average per month.
First.....
Second.....
Third.....

14. Give, as near as possible, the rate of monthly wages that has been paid to the same classes for a series of years past:

PASSENGER.

Class.	1889.		1888.		1887.		1886.		1885.	
	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.
First.....
Second.....
Third.....

FREIGHT.

Class.	1889.		1888.		1887.		1886.		1885.	
	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.	Dollars.	Cts.
First.....
Second.....
Third.....

16. How many hours, or what number of miles, constitute a day's work in your trade? —.

17. About how many hours are there in an ordinary week's run? —.

18. How many months in the year can your members usually obtain employment? —.

24. How many years must a green hand serve before being admitted to full membership? —.



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30. How much do you pay a member who becomes totally disabled? \$—.

32. What is the annual cost per member of maintaining your organization, including life and accident insurance? \$—.

These questions brought replies from 35 of the 54 trades unions to whom they were sent; from 25 of the 45 Knights of Labor Assemblies, and from 43 of the 69 railway organizations. All of these replies that possibly could be utilized have found place in the following tables; many of them, however, are imperfect.

Some of the organizations had not been in existence long enough to answer, and some of the questions that probably might have been answered were left blank. Still, much useful information has been gathered, and the deductions from the detail tables present a summary which cannot fail to prove valuable for purposes of future reference.

Most of the trades unions are connected with National or International organizations of their respective trades, and, in addition, are indirectly affiliated with the American Federation of Labor, which is a representative congress of all departments of skilled labor. This body holds annual conventions, and is yearly growing in influence. A State organization for Kansas was effected last July, and a majority of the trades unions of the State are in affiliation.

The American Federation of Labor was instituted in Pittsburgh, Pa., November 15, 1881, and has since that date held annual conventions in the chief cities of the country—the last taking place in December, 1890, in the city of Detroit. Its purpose is—*First*, A free federation of all trades and labor unions in America; *second*, the establishment of self-governing unions of wage-workers in every trade and legitimate occupation, without exception, where none now exist; *third*, the formation of public opinion by the agencies of platform, press, and legislation.

The Knights of Labor are also an international organization. The order was founded in the city of Philadelphia, in 1869, by Uriah S. Stevens, a tailor. Between the "assembly," as the local body is called, and the General Assembly, in which is vested the governing power of the order, intervenes the National Trades, the District, and the State assemblies. Locals may attach themselves directly to the General Assembly, or they may become part of a national trades, a district, or a State assembly. The National Trades Assembly is composed of locals whose members are engaged in the same occupation, and which are usually scattered through a number of States. The District Assembly may be made up of mixed assemblies whose members follow almost every vocation, except law, banking, and saloon-keeping, which are prohibited. These district assemblies may be attached directly to the General Assembly, the State Assembly only having jurisdiction over its own locals. Trades unionists may individually become members of the Order of Knights of Labor, or union workmen may organize a local assembly composed of men of their own trade; but this often leads to a divided authority, and has in some instances created trouble between the national organizations.



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RAILWAY ORGANIZATIONS.

As long ago as 1863, the first national organization of railway employes was effected among the engineers. This has now become an international body, with 454 local divisions in the United States and Canada, composed of an aggregate of 28,000 members. About 10,000 carry life insurance of either \$1,500 or \$3,000. The order provides that the subdivisions in each State shall form a legislative board, which shall have power to take charge of all matter coming before the legislature wherein the interests of the order are involved; and this board shall convene at the State capital upon the call of the chairman. Each subdivision is entitled to representation upon this board. No locomotive engineer can become a member of this society until he resigns membership in all other labor organizations, except that of locomotive firemen; and he must take a policy of life insurance in the Locomotive Engineers' Mutual Insurance Association, provided he is not barred by reason of age or physical disability.

The Order of Railway Conductors was instituted at Mendota, Ill., July 6, 1868. It now has 271 local divisions, with about 15,000 members. There is an optional insurance feature connected with the organization; about one-half the membership is insured, and \$2,500 is paid in cases of death or total disability.

The Brotherhood of Locomotive Firemen of the United States and Canada was organized December 1, 1873, and now has 422 lodges, with a total membership of between twenty and thirty thousand.

The Brotherhood of Railroad Brakemen dates its institution at Oneonta, New York, September 23, 1883. Its name has recently been changed to The Brotherhood of Railroad Trainmen, and conductors are now eligible to membership. It has nearly 400 lodges, with 20,000 members, and pays \$1,000 on account of death or total disability.

The Switchmen's Mutual Aid Association of North America was organized March 2, 1886. On July 1, 1890, it had 117 lodges, with 4,865 members. It pays \$900 in case of death or total disability.

The International Brotherhood of Railway Conductors was organized at Los Angeles, Cal., in November, 1888. It now has over 90 divisions and 4,000 members. It pays \$1,000 in case of death or total disability.

The United Order of Railroad Employes is an alliance for mutual support and protection of four societies, namely, the Brotherhood of Trainmen, Locomotive Firemen, Brotherhood of Railway Conductors, and the Switchmen's Mutual Aid Association. It maintains a supreme council, composed of three of the grand officers of each of the above-named societies, making twelve men; each organization having one vote. To this council, as a last resort, all questions affecting the interests of members of any of the societies named are submitted. For instance, a brakeman conceives that an injustice has been done him by the company which employs him, and complains to his lodge. The matter is placed in the hands of the local grievance committee,



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who interview the train-master or division superintendent, as the case may be. If the case is not settled then, it is turned over to the chairman of the general grievance committee, who endeavors to have it settled by the general superintendent or the general manager. If these efforts fail, the matter is placed in charge of the grand officers of his society, and if they do not succeed it is referred to the chairman of the supreme council, and before final action is taken the four orders must unanimously indorse it. It is needless to say that few cases get beyond the local committee. During the year 1890, but eighteen cases reached the supreme council, and seventeen of these were amicably adjusted, to the satisfaction of the orders represented; the other was dropped on account of "color line," but an understanding was arrived at. It is gratifying to note that there is a growing disposition on the part of the managers of our great trunk lines of railway to foster and promote the work of these various orders of employés, as they are demonstrating that their tendency is toward the development of a more efficient grade of service, and a lessening of the friction which is bound to prevail where large bodies of men are employed, and where foremen and numerous other petty officials are too often disposed to act tyrannically and unjustly.

A notable instance of this new departure in the conduct of railroad affairs was furnished by the Santa Fé last summer, when after a lengthy conference, a comprehensive agreement was entered into between the management and the men engaged in train service. The September, 1890, number of the *Trainmen's Journal* thus alludes to the matter:

A VALUABLE AGREEMENT.

The recent agreement between the trainmen of the Atchison, Topeka & Santa Fé and the company is a valuable one, and the employés whose persistent and determined efforts it have reason to be proud of their work. It is profitable to pay good wages to the toilers, for it secures cheerful, and therefore valuable and satisfactory labor in return. A stingy investment is the poorest investment, and a liberal one is always the most profitable. The new agreement will prove to be of mutual benefit to both parties who entered into it.

This agreement went into effect August 1, and provides that passenger conductors on Eastern, Middle, Southern Kansas, Southern and Western Divisions, shall receive \$125 per month, and passenger brakemen \$60 per month; for New Mexico and Rio Grande, conductors, \$130; brakemen, \$65 to \$70; freight conductors on local trains will receive \$90 per month of 26 days, and brakemen \$60. On runs admitting of mileage rating, conductors receive 3 cents per mile and brakemen 2 cents per mile, on Eastern, Middle, Southern Kansas, Southern and Western Divisions; on New Mexico and Rio Grande, conductors from 3½ to 3¾, and brakemen from 2½ to 2¾ cents per mile. In addition to the schedule of wages, of which we have given but a general idea, there are a number of sections covering important points, as follows:

4. On all freight runs of less than 100 miles requiring more than 10 hours to make the run, overtime will be paid if the hours used on the trip exceed 12 hours, in which case all overtime exceeding 10 hours will be paid 30 cents per hour for conductors, and 20 cents per hour for brakemen. On all freight runs exceeding 100 miles, trainmen will be paid overtime for all time used to complete the trip in excess of an average speed of 10 miles per hour at the above rates.

5. Trainmen required to remain on duty over thirty minutes with their train after arriving at a main-line terminal station, shall be paid at the rate of 10 miles per hour.



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6. In computing overtime, no fraction of an hour less than 30 minutes will be counted. Any fraction of an hour over 30 minutes will be counted one hour.
7. Any conductor or brakeman running less than 100 miles in 24 hours on freight or extra-passenger service or special trains will be paid the same as if 100 miles had been run, and, in addition, for any overtime earned under article 4.
8. Pilots on Raton Mountain, and other helper service, will receive \$70 per calendar month, 12 hours constituting a day's work; overtime at 25 cents per hour after 12 hours. Other pilots to receive conductors' pay, according to the division on which they are employed.
9. Turn-arounds in stock service will be paid under sections 4 and 7.
10. Short turn-arounds, made within 24 hours, where mileage is less than 100 miles, will be allowed 100 miles; and where more than 100 miles is made, actual mileage will govern, except as provided under article 9.
11. Freight or passenger crews making extra trips in addition to their regular assigned runs will be allowed extra time upon the basis of pay allowed other crews in similar service.
12. Crews dead-heading under orders will be paid one-half their regular rates.
13. Crews not assigned to regular runs will be run first in first out. In ordering crews, the first crew will run the train, the next crew dead-heading when dead-head service is required, the dead-head crew being ahead of the crew with whom they dead-head on reaching the terminal of that run.
14. When crews run over more than one division the assignment of crews to the through runs will be made, as near as practicable, on the basis of mileage of each division.
15. Where crews are compelled to double hills as a regular service, such crews will be allowed the extra mileage made; for example, if a hill is five miles long, an allowance of ten miles, in addition to the length of the division, will be allowed. Mileage for doubling hills under any other circumstances will not be allowed, except at the discretion of the division superintendent.
16. Main line freight-train men will be called at division or terminal stations by train-caller, who will be provided with a book in which the men called shall enter their names, together with the time they are called. The district within which trainmen will be called will be established by the division superintendent, but shall not, in any case, exceed three-quarters of a mile from the calling office. The working time of all trainmen will commence within one hour after they have signed caller's book.
17. When trainmen are called, and for any reason, other than their own acts, do not go out, if held on duty less than six hours, they will be paid one-half day and stand first out. If held more than six hours, they will be paid one day and go behind other crews at that point.
18. A trainman attending court at the request of an official of the company will be paid the same rate he would have been entitled to had he remained on his run, and if away from his home station, in addition thereto his legitimate expenses.
19. When a change of divisions or train runs require trainmen to change their place of residence, they will be furnished free transportation for their families and household goods to their new place of residence.
20. Trainmen will be notified when time is not allowed as per trip report.
21. The assignment of brakemen will be made in accordance with the judgment of the division superintendent, subject to the provisions of article 23.
22. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause. In case of suspension or dismissal, if any employé thinks his sentence unjust, he shall have the right within ten days to refer his case by written statement to the division superintendent. Within ten days of the receipt of this notice his case shall have a thorough investigation by the proper officers of the railroad company, at which he may be present, if he so desires, and also be represented by any disinterested employé of his grade. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general superintendent and to the general manager. In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost.
23. All employés will be regarded as in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, and term of service. Superintendents are keeping a record of employés on their respective divisions, in which are entered their merits, demerits, and term of service. Upon such record, promotions will be based. Reductions in forces will be made at the discretion of the division superintendent, in the order of promotions. Every employé should understand that it is his privilege and duty to make written appeals to his division superintendent whenever by promotions, reductions, or assignments, he deems an injustice has been done him.
24. Any employé will be dismissed without hearing in case of intoxication, insubordination, and collisions. Nothing in this article shall be construed as preventing the company from employing experienced men when the good of the service requires it. Any employé believing himself to be improperly treated under these rules and regulations shall have the right of appeal to the general superintendent and general manager.
25. All schedules, rules and regulations in conflict with these now adopted are void. No change will be made from these schedules and rules without reasonable notice.

By referring to that part of Table No. 3 devoted to railroad employés, it will

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be seen that the Emporia division of conductors report the pay of passenger conductors as \$4.50 per day; this would give \$117 per month of 26 days, against \$125 paid since the new agreement took effect; while freight conductors now receive \$90 instead of \$78. The highest reported wages paid to brakemen is \$52 per month, against \$60 paid under the new arrangement. But the chief merit of this agreement lies in the adjustment of details, as shown in the schedule. It seeks to settle the vexed question of overtime, and the thousand and one incidents which are constantly happening in the running of trains, and which have heretofore been fruitful causes for dissatisfaction. In a word, it substitutes system where in the past there has been more or less confusion. It would seem that this action on the part of the Santa Fé might be profitably followed by other railroad corporations.

TABLE NO. 1.

TRADES UNIONS, showing name, location, date of organization, number of charter members, and present membership.

Name of organization.	Location.	Date of organization.	No. of charter members.	Present membership.	Percent of trade organized.	Connected with State, National or International organizations.
TRADES UNIONS.			557	1289	79	
<i>Bricklayers</i>			26	43	66	
Bricklayers' Union No. 3.....	Topeka.....	Sept., 1889	26	43	66	Internat.
<i>Carpenters</i>			83	206	55	
United Brotherhood Carpenters and Joiners of America No. —.....	Atchison.....	April, 1887	17	12	10	National.
United Brotherhood Carpenters and Joiners of America No. 66.....	Concordia.....	Sept., 1888	13	35	90	National.
United Brotherhood Carpenters and Joiners of America No. —.....	Hutchinson.....	Mar., 1888	27	122	75	National.
United Brotherhood Carpenters and Joiners of America No. —.....	Kansas City.....	¹				
United Brotherhood Carpenters and Joiners of America No. 499.....	Leavenworth.....	Feb., 1889	17	37	50	National.
United Brotherhood Carpenters and Joiners of America No. —.....	Oswego.....	July, 1889	9		50	National.
<i>Cigarmakers</i>			29	58	96	
Cigarmakers' Union No. 56.....	Leavenworth.....		10		99	Internat.
Cigarmakers' Union No. 36.....	Topeka.....	Nov., 1881	7	30	90	Internat.
Cigarmakers' Union No. 286.....	Wichita.....	Jan., 1886	12	28	100	Internat.
<i>Lathers</i>			14	32	66	
Lathers' Union No. 1.....	Topeka.....	June, 1889	14	32	66	
<i>Machinists</i>			39	80	68	
Machinists' Union No. —.....	Horton.....	April, 1889	12	22	90	National.
Waverly Union No. 19.....	Nickerson.....	May, 1889	12	19	66	National.
Machinists' Union No. —.....	Topeka.....	May, 1888	15	48	50	National.
<i>Molders</i>			26	60	96	
Iron Molders' Union No. —.....	Fort Scott.....	Aug., 1885	6	20	100	National.
Iron Molders' Union No. —.....	Leavenworth.....	²				
Iron Molders' Union No. 249.....	Parsons.....	May, 1881	8	30	90	National.
Iron Molders' Union No. 163.....	Topeka.....	Aug., 1884	12	10	100	National.

¹ Lapsed.

² "The Molders' Union here is defunct."



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TABLE NO. 1—CONTINUED.
TRADES UNIONS, showing name, location, date of organization, number of charter members, and present membership.

Name of organization.	Location.	Date of organization.	No. of charter members.	Percent members ship.	Percent of trade organized.	Connected with State, National or International organizations.
Packing-house men. Packing-House Men's Protective Union No. 5047.	Kansas City.	April, 1890	98	300	90	National.
Plasterers. Plasterers' National Union.	Topeka.	May, 1889	25	25	80	National.
Plumbers. Plumbers' and Steam-Fitters' Union No. 28.	Topeka.	May, 1889			80	National.
Pressmen. Pressmen's Union No. 35.	Topeka.	Sept., 1887	7	20	100	National.
Stonecutters. Stonecutters' Union.	Hutchinson.	Aug., 1889	82	32	75	National.
Stonecutters' Union.	Topeka.	Mar., 1888	25	8	75	National.
Tailors. Tailors' Protective Union.	Atchison.	May, 1884	47	182	90	National.
Tailors' Union No. 9.	Leavenworth.	Nov., 1889	7	18	85	National.
Tailors' Union No. —	Topeka.	Aug., 1888	40	37	90	National.
Typographical. Typographical Union No. 113.	Atchison.	1879	81	267	68	Internat.
Typographical Union No. 243.	Hutchinson.	Mar., 1888	9	30	100	Internat.
Sunflower Typographical Union No. 157.	Kansas City.	May, 1889	13	25	15	Internat.
Typographical Union No. 45.	Leavenworth.	Oct., 1887	12	15	40	Internat.
Typographical Union No. 121.	Topeka.	Dec., 1869	15	31	66	Internat.
Typographical Union No. 148.	Wichita.	Nov., 1886	7	108	90	Internat.
			25	58	95	Internat.

"All the employers of tailors in Topeka, that we have any desire for, have signed our bill of prices—five in all. There are a number of bosses who employ one or two men and girls, who have not been asked to sign. Then there are the 'London and American Tailors,' who style themselves 'custom tailors,' but their trade is nothing more nor less than 'ready-made' right here at home; and their work is turned out on a regular 'sweating' system. One man takes a contract for all the coats, and hires girls, and makes them for so much apiece all around—five dollars—and makes about twelve or fifteen of them a week with five or six girls. In our stores these coats sell for \$7.50 to \$15 apiece; and with pantaloons it is quite as bad."

In analyzing that part of Table No. 1 devoted to trades unions, it may be well at the start to show what proportion of these unions are represented, and the steps taken to obtain the information. The following table will explain:

NUMBER OF UNIONS TO WHOM BLANKS WERE SENT.

	No. sent.	No. answering.	No. not answering.
Brickmasons.	1	1	
Carpenters.	8	6	2
Cigarmakers.	4	3	1
Coopers.	1		
Hod-carriers.	1		1
Lathers.	1	1	
Machinists.	1	1	
Molders.	6	3	3
Packing-house men.	4	4	
Plasterers.	1	1	
Pressmen.	1	1	
Stationary engineers.	1	1	
Stonecutters.	6	2	4
Stonemasons.	4	2	2
Tailors.	2		2
Typographical.	6	3	3
	7	6	1
Totals.	54	35	19



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From the above table it will be seen that blanks were sent to 54 unions. Thirty-five of these unions answered, and 19 failed to do so. Of the 35 answering, one carpenters' union, one molders' union, two stationary engineers' and one hod-carriers'—5 in all—reported that their unions had ceased to work, although two of them—the carpenters' and the molders'—answered several of the questions which have been incorporated in the tables. Of the 19 not replying, one—the coopers'—had but recently organized, and was not prepared to report for the period covered by the blank. The Bureau has been informed by former members that the two stonecutters' unions failing to report have ceased to work. The four unions of stationary engineers are disbanded, as will be seen by the letters published in connection with this part of our report. The typographical union not reporting has surrendered its charter, and it is probable that one at least of the stonecutters' unions is no more. This disposes of 9 of the 19 unions, and leaves at most only 10 of the active unions of the State not included in the table. From information recently received by the Bureau, however, there is reason to hope that the State Stationary Engineers' Association will shortly be reestablished upon a permanent basis.

Assuming that thirty "live" unions are included in the table, and that ten more are not included, it will show that there are forty of this class of unions existing throughout the State, and a glance through the table will show that all parts of our commonwealth are fairly well represented.

The first union (the Typographical, of Topeka) was organized in 1869 with seven charter members, and now has 108. The total charter membership of twenty-nine unions was, as shown at top of table, 557; the present membership of twenty-seven (the Leavenworth Cigarmakers and Topeka Plasterers do not answer this question) is 1,289, an increase of 732, or upwards of 131 per cent. Nineteen are connected with National and ten with International organizations—the bricklayers, the cigarmakers, and the compositors belonging to International societies, and the others to National.

The present membership of the 27 unions answering the question ranges all the way from 8 to 300, the total being 1,289 and the average nearly 48. Assuming a total of 40 unions in the State, this would show a membership of 1,920, which is a very conservative estimate. Answering question No. 9, which reads as follows, "What proportion of all the workmen of your trade in your locality belong to the union?" the typographical unions give all the way from 15 to 100 per cent., the average being 68; this is the lowest trade average, and it ranges up to 100 per cent., as estimated by the pressmen. The general average for all the trades reporting shows that 79 per cent. of the local mechanics belong to their trades-unions. It is hardly fair, however, to estimate the influence of these unions by their actual membership, as wherever one exists it is a powerful factor in upholding wages for all working at the trade, even though they may not be members; and in the smaller towns the presence of a few mechanics, who have been members of their trades-



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union in other localities, is apt to be felt, and wages, in time, become more equitably adjusted.

TABLE NO. 1—CONTINUED.

KNIGHTS OF LABOR, showing name, location, date of organization, number of charter members, and present membership.

Name of organization.	Location.	Date of organization.	No. of charter members.	Present membership.	Percent of trade organized.	Connected with State, National or International organizations.
KNIGHTS OF LABOR			439	566	37	
Dawn of Light L. A. 3647	Armourdale.	April, 1884	101	10		Internat.
Equal Rights L. A. 5994	Americus	Mar., 1886	21	11		Internat.
Conqueror L. A.	Arkansas City					
Unity L. A.	Canton	Sept., 1886	13	24		Internat.
Prosperity L. A. 2539	Ellsworth	June, 1888	48	55	50	Internat.
— L. A. 1889	Girard	Mar., 1883	10	29	20	Internat.
Lily of the Valley L. A. 1848	Herington	Dec., 1889	2			Internat.
Reno L. A. 2894	Horton	Dec., 1889	56	72	75	Internat.
White Rock L. A. 349	Hutchinson					
LaCygne L. A. 7201	Pawnee township	Feb., 1889	22	15		Internat.
Leavenworth L. A. 3809	La Cygne		17	4		Internat.
Little River L. A. 9088	Leavenworth	May, 1883	49	20		Internat.
Marion L. A. 2193	Little River	Nov., 1886	25	15	66	Internat.
Temple of Liberty L. A.	Marion	April, 1886	14	40	33	Internat.
L. A. 7061	Minersville	Mar., 1882	32	63	80	Internat.
Newton L. A.	Neosho Falls	April, 1886	50	5		
L. A. 7473	Newton					Internat.
Peabody L. A. 99	Norway					
Richland L. A.	Parsons	Feb., 1883	20	20	01	Internat.
Smith Center L. A. 1249	Peabody	Sept., —	16	56	10	Internat.
Solomon Valley L. A. 9044	Richland					
L. A. 2325	Smith Center		14	27		Internat.
L. A. 8063	Solomon City	Feb., 1886	19	*		Internat.
	Topeka					Internat.
	Toronto	June, 1886	22	18	33	Internat.

* We had no Assembly here in 1889; we had had an Assembly, but it lapsed, and we were reorganized January 4, 1890."

" We were only organized in December, 1889, and did not get our charter and goods until the last of January, 1890."

" Our Assembly has not been in working order for more than a year."

" Our Local Assembly has been defunct for more than a year."

* Lapsed.

" Not organized in 1889. "We should esteem it a privilege worthy of our gratitude to cooperate faithfully with the State authority in any practical effort to secure for productive industry just remuneration."

" Would be glad to furnish you the information you desire, if it were in my power so to do, but inasmuch as this Local Assembly has not had a meeting for one year and over, I cannot report the existence of a lodge here."

* Just organized.

* See letter in "Remarks."

The foregoing table represents 25 local assemblies of the Knights of Labor. Blanks were sent to 45, which was all the addresses the Bureau was able to obtain. All of the local assemblies attached to the State Assembly are included. There are, in addition to the State Assembly, to which local assemblies are attached, district assemblies 69, 117, 82 and 135 (coal miners). From these district assemblies, but few addresses were obtained, and the Bureau has no means of knowing how many of such attached locals there are. Of the 45 blanks sent out, replies were received from 25. From 16 nothing was heard, although they were written to three times; three blanks were returned from the postoffice, with the information that "there is no such person or organization;" one was received too late to be included in the tabulation. Of those locals included in the table, four report that they have lapsed; two of these, however, make answer to some of the questions, and all are included. One local re-

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fuses to answer, and gives the reason, which will be found under the head of "Remarks;" four locals were organized too late to answer the questions for the time covered by the blank. Seventeen locals report a charter membership of 439. Fourteen of these answer both as to charter and present memberships. The aggregate gain was from 362 to 465, or about 22 per cent. Fifteen locals report an aggregate of 566 members, an average to each local reporting of 37. The average present membership for those locals reporting charter and present membership is 35. Ten locals report the proportion of workmen in the locality which are in the organization; this varies from 1 to 72 per cent., and the average is 37 per cent.

TABLE NO. 1—CONTINUED.

RAILROAD MEN, showing name, location, date of organization, number of charter members, and present membership.

Name of organization.	Location.	Date of organization.	No. of charter members.	Present membership.	Per cent. of trade organized.	Connected with State, National or International organizations.
RAILROAD MEN			493	1214	78	
Brakemen			72	96	67	
Division No. 276.	Chanute.	Jan., 1889	16	16	35	National.
Division No. 254.	Dodge City.	Jan., 1887	20	35	75	National.
Division No. 53.	Emporia.	Feb., 1888	14	18	.....	National.
Division No. 327.	Goodland.	Sept., 1882	.....	.....	90	National.
Division No. 307.	Holsington.	..... 1889	10	9	75	National.
Division No. 277.	Horton.	Jan., 1889	12	18	50	National.
Division No. 96.	Nickerson.	.....	.....	.....	80	National.
Conductors			57	63	56	
Division No. 52.	Arkansas City.	Mar., 1890	14	20	50	Internat.
Division No. 60.	Emporia.	Dec., 1890	43	43	62	Internat.
Engineers			165	522	94	
Division No. 326.	Argentine.	Sept., 1888	15	30	.....	National.
Division No. 364.	El Dorado.	Sept., 1887	10	42	90	National.
Division No. 141.	Ellis.	Mar., 1884	.....	48	100	National.
Division No. 130.	Emporia.	.....	.....	.....	.....	National.
Division No. 261.	Herington.	Jan., 1888	14	32	100	National.
Division No. 433.	Holsington.	Jan., 1890	9	14	100	National.
Division No. 412.	Leavenworth.	Nov., 1888	11	20	80	National.
Division No. 271.	Neodesha.	Mar., 1885	7	34	90	National.
Division No. 416.	Newton.	Feb., 1889	17	42	100	National.
Division No. 326.	Oswatimie.	Mar., 1887	30	43	90	National.
Division No. 214.	Ottawa.	..... 1880	25	60	95	National.
Division No. 179.	Parsons.	June, 1873	11	52	90	National.
Division No. 234.	Topeka.	.....	.....	60	90	National.
Division No. 344.	Wellington.	May, 1886	16	45	99	National.
Firemen			118	386	82	
Division No. 313.	Armourdale.	Dec., 1873	.....	17	.....	National.
Division No. 154.	Chanute.	Mar., 1883	13	19	50	National.
Division No. 347.	Dodge City.	Mar., 1887	7	18	87	National.
Division No. 329.	Downs.	Aug., 1886	8	13	75	National.
Division No. 369.	El Dorado.	July, 1886	22	29	75	National.
Division No. 33.	Emporia.	..... 1876	.....	35	80	National.
Division No. 153.	Fort Scott.	Mar., 1883	7	29	100	National.
Division No. 374.	Herington.	Nov., 1887	7	29	90	National.
Division No. 376.	Horton.	Dec., 1887	7	27	75	National.
Division No. 330.	Kansas City.	Dec., 1873	4	31	66	National.
Division No. 336.	Neodesha.	Oct., 1886	8	27	90	National.
Division No. 258.	Nickerson.	June, 1884	14	24	90	National.
Division No. 24.	Parsons.	April, 1881	12	57	100	National.
Division No. 359.	Wellington.	June, 1887	9	31	87	National.
Switchmen			81	147	93	
Division No. 42.	Argentine.	May, 1887	20	30	100	National.
Division No. 16.	Atchison.	Aug., 1877	18	31	90	National.
Division No. 50.	Emporia.	Nov., 1887	11	25	100	National.
Division No. 10.	Leavenworth.	April, 1886	15	18	96	National.
Division No. 76.	Newton.	Mar., 1889	7	43	80	National.



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In the foregoing table will be found the replies received from 43 of the 69 organizations of railroad men to which schedules were sent. The following tabulation shows the number of blanks sent and the answers received by each branch of railroad organizations:

Occupation.	No. to whom blanks were sent.	No. replying.
Brakemen	12	7
Conductors	3	2
Engineers	19	14
Firemen	26	14
Switchmen	9	6
Totals	69	43

From this, it will be seen that over 62 per cent. of the organizations addressed returned answers. Of these 43 replies, 42 were made use of, one having been organized too late to cover the time included in the blank. Thirty-five of the 43 give the number of charter members as 493. These same 35 organizations report a present membership of 1,054, an increase of over 113 per cent. Thirty-nine report present membership at 1,214, or an average of over 31 to each lodge or division. On this basis, the total membership of the 69 organizations to whom blanks were sent would be 2,139. According to the reports received, these organizations represent from 33 to 100 per cent. of the entire number of the men employed in their respective occupations in the localities where situated—the average being 78 per cent. The engineers come nearer having all of the trade organized than any other, reporting 94 per cent., followed by the switchmen with 93 per cent.; the firemen are third, with 82 per cent.; the brakemen have 67 per cent., and conductors 56 per cent.

TABLE showing growth of labor organizations from 1869 to July 1, 1890.

Organizations.	Number organized in—														Totals
	1869	1873	1876	1877	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	
Trades unions:															
Brickmasons							1							1	1
Cigarmakers								1							2
Carpenters												1	2		3
Lathers													1		1
Machinists												1	2		3
Molders							1			1	1				3
Packing-house men														1	1
Plasterers													1		1
Plumbers													1		1
Pressmen													1		1
Stonecutters												1			1
Tailors													1	1	2
Typographical													1	2	3
Knights of Labor	1				1			1	2	1	1	1	1	1	6
Railroad men:															
Brakemen								1					1	1	3
Engineers		1				1				1	1	1	2	3	12
Firemen		2	1			1			2	1		3	4		14
Switchmen				1							1	2			5
Totals	1	3	1	1	1	1	3	2	4	4	3	13	12	11	83

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The 83 unions, assemblies and divisions reporting date of organization as shown in the foregoing table, cover a period of 20 years. A trifle over 71 per cent. of the number, however, were organized between the years 1886 and 1890. The table shows conclusively that the work of organization is progressing steadily. The Topeka Typographical Union is the oldest, and three unions are but six months old.

The 27 trades unions who report the membership at date of organization and the present membership, show an increase equaling 131 per cent; the 14 Knights of Labor local assemblies who answer both questions show a gain of about 22 per cent.; and the 35 organizations of railway employes, a gain of 113 per cent. An average of 79 per cent. of the members of the trades reporting were union workmen in the localities represented, as were also 37 per cent. of the Knights of Labor and 78 per cent. of the railway organizations.

The next table, No. 2, shows the family conditions, and the relations of members in regard to citizenship:

TABLE NO. 2.

TRADES UNIONS, showing number having families, owning and renting homes, and citizenship.

Occupation and location.	Membership	Have family.		Have family and own homes.		Have family and rent homes.		No. of members citizens of U. S.	No. of members not citizens of U. S.	Per cent. of members citizens of U. S.
		Number	Per ct. of membership	Number	Per ct. of families	Number	Per ct. of families			
TRADES UNIONS.....	1289	676	53	210	31	466	69	1272	20	99
Brickmasons, Topeka.....	43	28	65	8	29	20	71	43	.....	100
Carpenters.....	206	172	79	38	23	134	77	206	.....	100
Atchison.....	12	10	83	3	30	7	70	12	.....	100
Concordia.....	35	33	94	24	73	9	27	35	.....	100
Hutchinson.....	122	96	79	.....	.....	96	100	122	.....	100
Kansas City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leavenworth.....	37	24	65	6	25	18	75	37	.....	100
Oswego.....	9	.....	.....	5	55	4	45	.....	.....	100
Cigarmakers.....	58	30	27	12	40	18	60	92	.....	100
Leavenworth.....	.....	14	.....	4	28	10	72	34	.....	.....
Topeka.....	30	10	33	5	50	5	50	30	.....	100
Wichita.....	28	6	21	3	50	3	50	28	.....	100
Lathers, Topeka.....	32	7	22	2	29	5	71	32	.....	100
Machinists.....	89	52	58	20	39	32	61	88	1	98
Horton.....	22	11	50	5	45	6	55	22	.....	100
Nickerson.....	19	11	58	5	45	6	55	18	1	95
Topeka.....	48	30	62	10	33	20	67	48	.....	100
Molders.....	60	52	87	19	37	33	63	60	.....	100
Fort Scott.....	20	15	75	3	20	12	80	20	.....	100
Leavenworth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parsons.....	30	30	100	12	40	18	60	30	.....	100
Topeka.....	10	7	70	4	57	3	43	10	.....	100
Packing-house men, Kansas City.....	300	170	57	45	27	125	73	300	.....	100
Plasterers, Topeka.....	15	60	7	47	8	53
Plumbers, Topeka.....
Pressmen, Topeka.....	20	8	40	2	25	6	75	20	100

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TABLE NO. 2—CONTINUED.
TRADES UNIONS, showing number having families, owning and renting homes, and citizenship.

Occupation and location.	Membership. Number.	Have family.		Have family and own homes.		Have family and rent homes.		No. of members citizens of U. S.	No. of members not citizens of U. S.	Per cent. of members citizens of U. S.
		Number.	Per cent. of membership.	Number.	Per cent. of families.	Number.	Per cent. of families.			
<i>Stonecutters.</i>	32	27	84	7	26	20	74	32	.....	100
Hutchinson.....	8	6	75	4	67	2	32	8	.....	100
Topeka.....	24	21	87	3	14	18	86	24	.....	100
<i>Tailors.</i>	182	61	34	30	49	31	51	165	17	82
Atchison.....	127	22	17	11	50	11	50	127	.....	100
Leavenworth.....	18	11	61	7	64	4	36	15	3	88
Topeka.....	37	28	76	12	43	16	57	23	14	62
<i>Typographical.</i>	267	54	34	20	37	34	63	234	2	99
Atchison.....	30	8	27	2	35	6	75	29	1	97
Hutchinson.....	25	10	40	5	50	5	50	25	.....	100
Kansas City.....	15	8	53	5	62	3	38	15	.....	100
Leavenworth.....	31	8	26	4	50	4	50	.....	.....	.....
Topeka.....	108	.....	.....	.....	.....	.....	.....	107	1	99
Wichita.....	58	20	34	4	20	16	80	58	.....	100

¹ Percentage of 159, number answering this question.

As shown in the last table, 676, or 52½ per cent. of the 1,289 members, had families. It may be proper to state that of the unions reporting their total membership, which aggregates 1,289, one, the Topeka Typographical Union, while reporting their present membership as 108, fail to say how many of their members had families; while, on the other hand, three unions say how many of their members had families, but do not give their present membership. These latter are the Leavenworth cigarmakers, 14 of whom have families; the Oswego carpenters, 9 families; and the Topeka plasterers, 15 families—a total of 38. Deducting these from 108 leaves 70 to be subtracted from 1,289, leaving 1,219. We have preferred, however, to use the figures at the top of the table (1,289) as a basis for our percentage, as it is easier understood, and does not materially affect the result. Thirty-one per cent., or 210 of the 676, owned their homes, while 466, or 69 per cent. of the families, lived in rented houses. Twelve hundred and seventy-two were citizens of the United States, or nearly 99 per cent., while 20 were not naturalized. The 20 and the 1,272 make a total of 1,292, three more than the total (1,289); but this discrepancy is accounted for from the fact that the Leavenworth cigarmakers state that 34 of their members are citizens of the United States, but fail to give their present membership; while, on the other hand, the Leavenworth Typographical Union say that their present membership is 31, but do not say how many are citizens. This leaves an excess of 3 in the "citizens" column, and accounts for the discrepancy. It is a noteworthy fact that only one per cent. of the membership of these unions is composed of men not American citizens; and this small number, 20 in all, is almost entirely confined to one trade, 17 out of the 20 being tailors. It is fair to presume that these 17 men are chiefly new-comers, and that it is their inten-

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tion soon to become naturalized. That so many are American citizens, is a subject for congratulation to our Kansas trades-unionists.

TABLE NO. 2—CONTINUED.

KNIGHTS OF LABOR, showing number having families, owning and renting homes, and citizenship.

Occupation and location.	Membership	Have family.		Have family and own homes.		Have family and rent homes.		No. of members citizens of U. S.	No. of members not citizens of U. S.	Per cent. of members citizens of U. S.
		Number	Per ct. of membership	Number	Per ct. of families	Number	Per ct. of families			
KNIGHTS OF LABOR.....	566	436	77	183	42	253	58	515	51	91
Armourdale.....	101	75	74	30	40	45	60	75	26	75
Americus.....	11	10	91	6	60	4	40	11	.....	100
Arkansas City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canton.....	24	20	83	6	30	14	70	24	.....	100
Elisworth.....	55	35	64	25	71	10	29	55	.....	100
Girard.....	29	21	72	13	62	8	38	29	.....	100
Herington.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horton.....	72	42	58	21	50	21	50	48	24	66
Hutchinson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pawnee township.....	15	15	100	15	100	.....	.....	15	.....	100
LaCygne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leavenworth.....	20	18	90	2	11	16	80	20	.....	100
Little River.....	15	10	67	5	50	5	50	15	.....	100
Marion.....	40	35	87	9	25	25	74	40	.....	100
Minersville.....	63	30	48	9	30	21	70	62	1	99
Neosho Falls.....	.....	40	.....	20	50	20	50	.....	.....	.....
Newton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parsons.....	20	10	50	5	50	5	50	20	.....	100
Peabody.....	56	40	71	5	12	35	88	56	.....	100
Richland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smith Center.....	27	8	30	1	12	7	88	27	.....	100
Solomon City.....	.....	10	.....	6	60	4	40	.....	.....	.....
Topeka.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto.....	18	17	94	5	29	12	71	18	.....	100

¹ Of assemblies reporting "membership."

In the foregoing table the number of locals reporting membership is 15, while the number reporting the membership that have families is 17. The two locals that do not report membership—one at Neosho Falls and one at Solomon City—give the number that have families as 50. This number added to the membership, 566, gives a total membership of 616 for consideration. Of this number 436, or about 71 per cent., have families. Of the 436 who have families 183, or 42 per cent., own their own homes, and 253, or 58 per cent., are renters. Of the 566 members 515, or 91 per cent., are citizens of the United States, and but three locals report any members who are not naturalized.

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TABLE NO. 2—CONTINUED.

RAILROAD MEN, showing number having families, owning and renting homes, and citizenship.

Occupation and location.	Membership	Have family.		Have family and own homes.		Have family and rent homes.		No. of members citizens of U. S.	No. of members not citizens of U. S.	Per cent. of members citizens of U. S.
		Number	Per ct. of membership	Number	Per ct. of families	Number	Per ct. of families			
RAILROAD MEN.....	1,214	811	67	293	36	436	54	1,211	3	99
<i>Brakemen.....</i>	<i>96</i>	<i>49</i>	<i>51</i>	<i>13</i>	<i>24</i>	<i>37</i>	<i>76</i>	<i>96</i>		<i>100</i>
Chanute.....	16	8	50	3	37	5	63	16		100
Dodge City.....	35	21	60	6	29	15	71	35		100
Emporia.....	18	12	67	1	8	11	92	18		100
Goodland.....										100
Herington.....	9	5	56	1	20	4	80	9		100
Horton.....	18	3	17	1	33	2	67	18		100
Nickerson.....										100
<i>Conductors.....</i>	<i>63</i>	<i>45</i>	<i>71</i>	<i>11</i>	<i>22</i>	<i>34</i>	<i>78</i>	<i>63</i>		<i>100</i>
Arkansas City.....	20	19	90	3	17	15	83	20		100
Emporia.....	43	27	63	8	30	19	70	43		100
<i>Engineers.....</i>	<i>522</i>	<i>363</i>	<i>76</i>	<i>167</i>	<i>46</i>	<i>161</i>	<i>57</i>	<i>522</i>		<i>100</i>
Argentine.....	30	25	83	5	20	30	80	30		100
El Dorado.....	42	38	90	10	26	28	74	42		100
Ellis.....	48	48	50	40	83	8	17	48		100
Emporia.....										100
Herington.....	32	28	87	15	54	13	46	32		100
Herington.....	14	8	57	4	50	4	50	14		100
Leavenworth.....	20	20	100	6	30	14	70	20		100
Neodesha.....	34	31	91	31	100			34		100
Newton.....	42	38	90	10	26	28	74	42		100
Osawatimie.....	43							43		100
Ottawa.....	60	35	58					60		100
Parsons.....	52	50	96	36	72	14	28	52		100
Topeka.....	60							60		100
Wellington.....	45	42	93	10	24	32	76	45		100
<i>Firemen.....</i>	<i>386</i>	<i>239</i>	<i>67</i>	<i>70</i>	<i>33</i>	<i>142</i>	<i>67</i>	<i>383</i>	<i>3</i>	<i>99</i>
Armourdale.....	17	10	59	7	70	3	30	17		100
Chanute.....	19	16	84	5	31	11	69	19		100
Dodge City.....	18	12	66	7	58	5	42	18		100
Downs.....	13	10	77	5	50	5	50	13		100
El Dorado.....	29	20	68	4	20	16	80	29		100
Emporia.....	35	25	71					35		100
Fort Scott.....	29	15	52	5	33	10	67	29		100
Herington.....	29	15	52	8	53	7	47	29		100
Horton.....	27	23	85			23	100	27		100
Kansas City.....	31	11	35	1	9	10	91	31		100
Neodesha.....	27	22	81					27		100
Nickerson.....	24	18	75	11	61	7	39	24		100
Parsons.....	57	42	74	12	29	30	71	57		100
Wellington.....	31	20	65	5	25	15	75	31		100
<i>Switchmen.....</i>	<i>147</i>	<i>95</i>	<i>65</i>	<i>33</i>	<i>35</i>	<i>62</i>	<i>65</i>	<i>147</i>		<i>100</i>
Argentine.....	30	17	57	6	35	11	65	30		100
Atchison.....	31	23	74	9	39	14	61	31		100
Emporia.....	25	18	72	2	11	16	80	25		100
Leavenworth.....	18	11	61	6	54	5	46	18		100
Newton.....	43	26	60	10	38	16	62	43		100

¹ Of whole membership reported.

² Percentage of 212—number answering this question.

Of the 1,214 railroad employes represented in the table, all but 103—Topeka and Osawatimie engineers—are included in the list from which the 811 who have families is compiled. The result of the tabulation shows that 73 per cent. of this number (1,111) have families. Analyzing the reports regarding those who own or rent homes, we find that of the 811 having families, 293 or 36 per cent. own homes, that 436 or 54 per cent. rent homes, and



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that 82 or 10 per cent. do not answer the question. All but three, or one-quarter of one per cent., are citizens of the United States—a most gratifying exhibit for this large and influential body of wage-workers.

To recapitulate: Fifty-three per cent. of the trades unionists, 71 per cent. of the Knights of Labor, and 73 per cent. of the railway employes have families. Of this number, 31 per cent. of the trades unionists, 42 per cent. of the Knights of Labor, and 36 per cent. of the railway employes own their homes; and 99 per cent. of the members of the trades unions, 91 per cent. of the Knights, and 99½ per cent. of the railway employes are American citizens.

Based upon the answer to question 12, which reads, "What were the average wages per day during the past year, and what were the average weekly earnings of men of each class?" the following table has been compiled. The average daily, weekly, or monthly wages have been used, and a computation made by reckoning the actual time worked to ascertain the yearly earnings. In the first division (trades unions proper), these trade earnings range all the way from \$172, in the case of the second-class Oswego carpenters, who were only able to obtain work at their trade for twelve weeks during the year, to a possible \$1,014, of the Kansas City, Kansas, compositors who earned from \$2.50 to \$4.00 per day, and could obtain work for the entire year. This union says that 85 per cent. of their members had regular employment, and that as they worked by the piece, the fastest type-setter received the largest pay (see foot-note 6, page —). The average of the daily wages, in making the estimate for the yearly earnings is \$3.25; this is probably too high, as it is reasonable to suppose that very few of the compositors earned four dollars per day, and that the large majority came nearer the minimum sum of \$2.50. While the table shows that 85 per cent. of their number were able to obtain regular work throughout the year, it is not probable that any of them worked every working-day, but in making up the table we can only follow the information given us, and show what it is possible for the earnings of the year to be.

A veteran Atchison printer makes the following statement which shows the yearly earnings of the average compositor in that city: "The average earnings of printers per day, when employed, is: Morning newspaper printers, \$3; evening newspaper and job printers, \$2.50, an average of \$2.75. Morning newspaper printers work an average of eight months a year, and evening newspaper and job printers eleven months."



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TABLE NO. 3.
TRADES UNIONS, showing daily wages.

Occupation and location.	Subdivision of trade.	Wages per hour.	Av. wages per day.	Av. weeks steadily employed during year.	Yearly income from wages.
<i>Brickmasons.</i>					
Topeka	First class.....	\$0 45	\$4 50	24	\$648 00
	Second class.....	40	4 00	24	576 00
	Third class.....	35	3 50	24	504 00
<i>Carpenters.</i>					
Atchison	First class.....		2 50	44	660 00
	Second class.....		2 00	44	528 00
	Third class.....		1 75	44	462 00
Concordia	Not graded.....		1 00	24	144 00
Kansas City	Not graded.....		2 50	30	450 00
Hutchinson	Not graded.....		2 25	36	486 00
Leavenworth	First class.....		2 50	32	480 00
	Second class.....		2 25	32	432 00
Oswego	First class.....		\$1 50	12	108 00
	Second class.....		1 00	12	72 00
<i>Cigarmakers.</i>					
Leavenworth	First class.....		\$2 50	40	600 00
	Second class.....		\$2 00	40	480 00
	Third class.....		\$1 00	40	240 00
Topeka	Hand and mould workmen:				
	First class.....		\$2 70	52	842 40
	Second class.....		\$2 00	52	624 00
Wichita	Not graded.....		\$2 00	46 } 50 }	\$576 00
<i>Lathers.</i>					
Topeka	A No. 1—first class ¹		3 00	36	648 00
	Good—second class.....		2 50	36	540 00
	"Jim crow"—third class.....		1 25	36	270 00
<i>Machinists.</i>					
Horton	First class.....		3 00	52	936 00
	Second class.....		2 85	52	889 20
	Third class.....		2 75	52	858 00
Nickerson	Journeymen.....		2 65	52	826 80
	Apprentices.....		1 50	52	468 00
Topeka	Not graded.....		2 50	52	780 00
<i>Molders.</i>					
Fort Scott	Not graded.....		2 75	52	858 00
Leavenworth	First class.....		3 00	50	900 00
Parsons	Second class.....		2 75	50	825 00
Topeka	Machinery moulders.....		2 50	40	600 00
	Stone moulders.....		2 50	40	600 00
	Brass moulders.....		2 50	40	600 00
<i>Packing-house men.</i>					
Kansas City	Tradesmen.....		2 50	52	780 00
	Mechanics.....		3 00	52	936 00
	Laborers.....		1 60	52	499 20
<i>Plasterers.</i>					
Topeka	Operative.....		3 00	30	540 00
	Honorary.....		2 75	30	495 00
	Apprentices.....		1 50	30	270 00
<i>Plumbers.</i>					
Topeka	First class.....		3 60	45	972 00
	Second class.....		3 00	45	810 00
	Third class.....		2 50	45	675 00

¹ "First-class men, when they could work, about \$1.50 per day; about three-fourths time."

² "Not over 12 weeks—the last year—at home."

³ Wages for day of 8 hours; work is done by the piece.

⁴ Averaged at 48 weeks.

⁵ "In classing ourselves, the terms I have used are generally used. The 'jim-crow' would be apprentices in any other trade. Three-fourths of the lathers in Topeka come under the head of class three. Having adjourned from December, 1889, until April, 1890, prevents me from being as accurate as I should like."



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TABLE NO. 3—CONTINUED.
TRADES UNIONS, showing daily wages.

Occupation and location.	Subdivision of trade.	Wages per hour...	Atc. wages per day...	Atc. weeks steadily employed during year...	Yearly income from wages.....
<i>Pressmen.</i>					
Topeka	First class.....	\$2 50	52		\$780 00
	Two-thirds.....	2 00	52		624 00
<i>Stonecutters.</i>					
Hutchinson	First class ¹	3 50	48		1,008 00
Topeka	Not graded.....	\$0 45	31		669 60
<i>Tailors.</i>					
Atchison	Coats, pants, vest men, and weekly hands—average for all.....	2 50	30		450 00
Leavenworth.....	Not graded.....	2 25	35		506 25
Topeka	Coat makers, piece work ²	2 25	35		506 25
	Pantaloons makers, piece work.....	2 15	35		483 75
	Bushelemen, by week.....	\$2 50	35		554 75
		3 33	40		
<i>Typographical.</i>					
Atchison	Morning newspaper.....	3 00	52		936 00
	Evening newspaper.....	2 50	52		780 00
	Job printing.....	2 50	52		780 00
Hutchinson	News printing.....	2 15	52		670 80
	Job printing.....	2 25	52		702 00
	Pressmen.....	3 00	52		936 00
	Book-binders.....	3 00	52		936 00
Kansas City.....	Piece compositors.....	\$2 50	52		1,014 00
		4 00			
	Job compositors.....	\$2 50	52		858 00
		3 00			
	Conditional members.....	1 16	52		361 92
	Apprentice members.....	1 50	52		468 00
Leavenworth.....	Compositors.....	2 00	52		624 00
	Job printers.....	2 50	52		780 00
	Pressmen.....	2 50	52		780 00
Topeka	"News," all piece work.....	3 00	50		900 00
	"Book," part piece work.....	2 50	50		750 00
	"Job," all time work.....	2 50	50		750 00
Wichita	Morning newspaper and stereotypers.....	\$3 00	32		624 00
		3 50			
	Evening newspaper.....	\$2 50	32		528 00
		3 00			
	Job men and pressmen.....	2 50	32		480 00

¹ "Only one rate of wages paid to members under 45 years of age; above that age, unless a member is worth the rate of wages, he is allowed to work for less."

² Wages for day of 8 hours.

³ Averaged at 37½ weeks.

⁴ "All work done by the piece, except one weekly man in the shop, called 'busheleman,' who is allowed not less than \$15 per week. . . . It is a common thing for the men to work 18 hours a day, and more, which must be done to make up for at least 4 months dull season which can be counted on, and during which the men do not make more than one-half time."

⁵ Average \$2.91.

⁶ Work 7 to 10 hours per day; 59 hours constitute a week of 6 days. "Compositors are paid 30 cents per 1,000 ems for newspaper work, and 32½ cents per 1,000 ems for book work, consequently the fastest or most rapid type-setter receives the largest pay."

⁷ Average \$3.25.

⁸ Average \$2.75.

⁹ Average \$3.25.

¹⁰ Average \$2.75.

The next table shows the average daily wages, compiled from reports received from the several unions, as well as the number of weeks during the year in which employment at the trade can usually be obtained, and the per cent. of membership having regular employment. In averaging the daily wages, it is assumed that the representatives of each class in a union are equal in the percentage of members obtaining steady work; but as the wages of apprentices are excluded, and the variation between first and second class



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journeymen is as a rule very slight, the average is practically correct. For purposes of comparison, all unions are included which give the rate of wages; but in the *trade* averages, only those unions are considered which make full returns, and from these trade averages the general average at the top of the table is obtained. From these average daily or weekly wages, the yearly earnings are computed by multiplying the number of weeks in which employment was obtained. In the case of some unions this average may be too high (although compiled from the figures given by the union itself), while on the other hand it is probably in some instances too low. The average for the *trade*, however, as well as the general average, is fairly accurate for all who obtained steady employment. The table explains itself.

TABLE SHOWING UNION, TRADE AND GENERAL AVERAGES.

NOTE.—Trade averages are based upon only those unions making full reports.

Occupation and location.	Average daily wages.	Number weeks employment is usually obtained.	Having steady employment for weeks reported.		Average yearly earnings.
			Per cent.	Number.	
FOR ALL TRADES ¹	\$2 73	42½	78.3	77	\$676 55
Bricklayers.....	4 00	24	50	21½	576 00
Topeka.....	4 00	24	50	21½	576 00
Carpenters.....	2 37	32	66	24½	455 04
Atchison.....	2 08	44	.....	.....	.....
Concordia.....	1 00	24	.....	.....	.....
Kansas City.....	2 50	30	.....	.....	.....
Hutchinson.....	2 25	36	.....	.....	.....
Leavenworth.....	2 37	32	66	24½	455 04
Oswego.....	1 25	12	25	.....	.....
Cigarmakers.....	2 18	50	85	49	654 60
Leavenworth.....	² 2 25	40	66	.....	.....
Topeka.....	2 35	52	90	27	733 20
Wichita.....	2 00	48	80	22½	576 00
Lathers.....	2 25	36	.....	.....	.....
Topeka.....	2 25	36	.....	.....	.....
Machinists.....	2 67	52	82	69	834 08
Horton.....	2 87	52	100	22	895 44
Nickerson.....	² 2 65	52	80	15½	825 80
Topeka.....	2 50	52	66	32	780 00
Molders.....	2 71	47	62	44	773 00
Fort Scott.....	2 75	52	100	20	858 00
Leavenworth.....	.....	.....	.....	.....	.....
Parsons.....	2 87	50	75	22½	861 00
Topeka.....	2 50	40	10	1	600 00
Packing-house men.....	2 37	52	100	300	739 44
Kansas City, Kas.....	² 2 37	52	100	300	739 44
Plasterers.....	2 87	30	75	.....	.....
Topeka.....	⁴ 2 87	30	75	.....	.....
Plumbers.....	3 03	45	100	.....	.....
Topeka.....	3 03	45	100	.....	.....
Pressmen.....	2 50	52	100	20	780 00
Topeka.....	⁴ 2 50	52	100	20	780 00

¹ This average is confined to bricklayers, carpenters, cigarmakers, machinists, molders, packing-house men, pressmen, stonecutters, tailors, and typographical, 10 in all, and representing all the trades where at least one union made full reports. Seven hundred and sixty-nine members made "full time," an average of 77 to each of the 10 unions.

² Apprentices, third class (\$1 per day), omitted.

³ Laborers at \$1.50 per day included.

⁴ Apprentices omitted.



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TABLE SHOWING UNION, TRADE AND GENERAL AVERAGES—CONCLUDED.

Occupation and location.	Average daily wages.	Number weeks employment is usually obtained.	Having steady employment for weeks reported.		Average yearly earnings.
			Per cent.	Number.	
<i>Stonecutters</i>	\$3 60	31	100	24	\$669 60
Hutchinson.....	3 50	48			
Topeka.....	3 60	31	100	24	669 60
<i>Tutors</i>	2 25	37½	66	12	506 25
Atchison.....	2 50	30			
Leavenworth.....	2 25	37½	66	12	506 25
Topeka.....	2 20	37½			
<i>Typographical</i>	2 70	48	72	195	777 50
Atchison.....	2 67	52	60	18	833 04
Hutchinson.....	2 60	52	75	18½	811 20
Kansas City, Kas.....	2 00	52	85	13½	936 00
Leavenworth.....	2 33	52	66	20½	726 96
Topeka.....	2 67	50	80	86½	801 00
Wichita.....	2 90	32	65	38	556 80

¹ Apprentices and "conditional members" omitted.

The next division of Table 3 shows the number of weeks employment could usually be obtained, and the daily or weekly wages of the members of the several Knights of Labor assemblies who forwarded reports; and upon the figures given, the yearly income from wages has been worked out. Only fourteen assemblies report both wages and weeks worked, and in the latter case the question in some instances has evidently been misconstrued, and in lieu of giving the number of weeks in the year that employment could *usually* be secured, the assemblies have stated the weeks that work actually was obtained during the year immediately preceding the report. An examination of the table will show that wherever it has been possible the earnings for the year are given, but as the membership of each local assembly is composed as a rule of men following a number of different occupations, no satisfactory trade averages can be given, and the table must be left to explain itself:

TABLE NO. 3—CONTINUED.
KNIGHTS OF LABOR, showing daily wages.

Location.	Trades represented.	Average daily wages.	Av. weeks steadily employed during year.	Yearly income from wages.....
Armourdale.....	House carpenters:			
	First class.....	\$3 00	40	\$720 00
	Second class.....	2 50	40	600 00
	Third class.....	1 75	40	420 00
Americus.....	Stonemasons.....	2 50	17	255 00
	Blacksmiths.....	75	17	76 50
	Carpenters.....	2 00	17	204 00
	Laborers.....	1 00	17	102 00
Arkansas City				
Canton.....	Farmers.....			
	Farm laborers.....	50 cents with bd.	32	96 00
	Section men.....	\$1 10 to \$1 20	32	220 00



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TABLE NO. 3—CONTINUED.
KNIGHTS OF LABOR, showing daily wages.

Location.	Trades represented.	Average daily wages.	At weeks steadily employed during year.	Yearly income from wages.
Ellsworth	Laborers	\$1 50	26	\$78 00
	Carpenters	2 50		
	Stonemasons	3 00		
	Plasterers	3 00		
	Stationary engineers	\$12 25 per week.		
Girard	Harnessmakers ¹		52 ²	
	Shoemakers		52	
	Wagonmakers		52	
	Blacksmiths		52	
	Stonemasons		52	
	Carpenters		52	
	Farmers		52	
	Teamsters		52	
	Printers		52	
	Molders		52	
	Clerks		52	
	Railroaders		52	
	Laborers		52	
Herington				
Horton	Carpenters	2 00	52	624 00
	Cabinetmakers	2 25	52	686 40
	Car repairers	1 80	52	561 60
	Laborers	1 40	52	436 80
	Machinists	2 75	52	858 00
	Blacksmiths	2 50	52	780 00
	Wages paid in the car and machine shops at Horton, August 1, 1890:			
	Machinists	\$2 50 to 2 85		
	Machinists' helpers	1 25 to 1 40		
	Boilermakers	2 85 to 2 90		
	Boilermakers' helpers	\$1 50, 1 05 to 1 75		
	Flue setters	1 50 to 2 60		
	Flue setters' helpers	1 25 to 1 60		
	Apprentices	1 00, 1 25 to 1 50		
	Round-house hands (12 h'rs at night)	1 25, 1 50 to 1 75		
	Carpenters, freight shop	1 60, 1 75 to 2 00		
	Coach and cabinet shop	1 80, 2 10 to 2 40		
	Repair tracks	1 60 to 1 80		
	Inspectors, by the month	50 00 to 55 00		
	Blacksmith's helpers	1 50 to 1 60		
	Mill hands	1 40, 1 80 to 2 00		
	Laborers	1 40 to 1 50		
	Painters	2 25 to 2 40		
	Day watchmen, per month	45 00		
	Night watchmen, per night ³	1 50		
	Hands on the street, 8 hours	1 25		
	Carpenters, in the city	1 50 to 2 25		
	Teamsters	2 50		
Hutchinson ⁴	Mechanics	2 50		
	Laborers	1 25		
Pawnee township ⁵	Farm laborers (14 hours per day)	75 cents with bd.		
La Cuyne	Mechanics	\$2 00	36	432 00
	Miners	1 75	36	378 00
	Laborers	1 00	36	216 00
Leavenworth				
Little River	Carpenters	1 50	35	315 00
	Farm laborers, per month	\$16 with bd.		
	Section men	\$1 10		

¹ Harnessmakers (and the rest enumerated) nearly all work for themselves; don't work for wages; work by the job.

² Except out of doors (for all enumerated).

³ This is for a day of 10 hours, in the city, or for private parties.

⁴ The manufacture of salt is at present the principal industry here, and as none of our Knights of Labor men are working there, it is hard to get the exact wages paid; but, as near as I can give it, coopers make, for 10 hours work, \$2; for barreling, men get 1½ cents per barrel, and can make \$1.25 per day, and rakers make about the same. Farm labor, from 75 cents to \$1 per day; and, by the month, \$12 to \$15 with board.

⁵ All are farmers, owning the farms they live on, excepting a mortgage on an average of \$100.