

POOR FEMALE TOILERS.

A Timely Hint for Petticoated Suffrage Agitators and Their Followers.

Within a year two of the leading journals of this country, one in New York, the other in Chicago, made a somewhat cursory and superficial investigation into the condition of our female wage-workers, and discovered enough to, for a time, at least, arouse and excite public interest in their behalf. In Chicago, writes Ed E. Pritchard in the *Arkansas Traveler*, thousands of young girls were found cooped up in cramped, dark and filthy apartments and working like slaves under the lash for starvation wages. Many of the girls lived from one to three miles from the factory or shop where they worked, but, night and morning, this distance had to be tramped on foot, for the reason that their scanty earnings did not permit them the luxury of a street-car ride. Not a few of the girls stated that in very bad weather they did ride to or from their work, but that it was always done at the expense of their table; that is, the money paid for car fare meant just that much less to eat that week.

It was found, too, that most of them, in addition to being paid next to nothing for their work, were ill treated by their sordid and inhuman employers. Nearly every shop or factory had its set of rules and regulations, and for any violation of these the girls were fined, so that in some cases their wages at the end of the week were materially reduced.

I need not go into details to picture the condition of working girls in our large cities, the public in a general way is already familiar with their wrongs, but I would ask, is it not time something were done to better it?

Is there not some way to put into practical working that law laid down in Holy Writ that the laborer is worthy of his hire?

It occurs to me that right here is a rich field for those journals and periodicals in the land that are edited and conducted by women and devoted to the best and highest interests of their sex. I happen to know, however, from an examination of most of them that they utterly ignore this all-important subject. In their efforts to "promote the advancement of women" the poor working girl cuts a most insignificant figure and is very rarely if ever mentioned.

A SHOELESS CROWD.

The Forgetfulness of a Pullman Porter and Its Results.

Seven ladies and eleven gentlemen were landed from a Pullman palace car in Cincinnati a few mornings since without shoes to their feet, and this, says the *Philadelphia Record*, is how it happened: On the Pennsylvania west-bound express out of Pittsburgh in the evening there was an unusually heavy travel from New York, and at Pittsburgh it was necessary to attach an extra sleeper. The porter selected for the run was an Eastern route man, and he discovered soon after the train left the depot that an old friend of his was running on one of the regulars ahead. The darkies met, exchanged salutations and agreed, after getting all their people to bed, that it would be a good scheme to polish the passengers' shoes together in the forward car and spend the balance of the night in a social chat with intervals devoted to libation from a pocket-flask.

The porter of the extra gathered his people's shoes together in a pillow-case—three Parisian petite pairs owned by young ladies of Cincinnati en route home from Europe, four pairs of matronly gaiters and eleven pairs of various styles and sizes belonging to the men in the car. He took them forward to his chum's car, each shoe carefully chalked with the number of the berth, and the two guardians of the slumbering passengers had a genial time together, so pleasant a time, in fact, that it was nearly daybreak when it occurred to the porter of the extra that it would be well to take up his people's shoes and get back to his own car.

He went back, but his car had vanished! To say that he turned white with astonishment would be no exaggeration. The Cincinnati car had been switched at Columbus, and the Cincinnati passengers' shoes were spinning along at fifty miles an hour toward Indianapolis, on the St. Louis section of the *Vandalia* express. The porter felt the gravity of the situation so far as he was concerned, and at the next stopping station he disappeared rapidly toward the east with a pillow-case full of shoes over his shoulder. The passengers did not discover their loss until the breakfast hour, and the comical surprise can better be imagined than described. They reached their homes in carriages with slightly soiled hose.

The Prince of Wales, who used to be a constant shopper, has had to give it up. All his purchases now are sent to Marlborough House or to Sandringham. He is very popular with the shopkeepers, never leaving a shop without raising his hat and "thanking them very much."

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The firm of Griffin, Glenn & Co. has been this day dissolved by mutual consent, James McLean withdrawing from the co-partnership. The business will be continued by W. G. Griffin and W. B. Glenn under the firm name of Griffin & Glenn, who will collect all accounts and settle all debts.

W. G. GRIFFIN.
W. B. GLENN.
JAS. McLEAN.

December 1st, 1889

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