ORGANIZATION.

THE PROBLEM THAT HAS AGITATED WOMEN FOR MANY YEARS.

What Organization Has Done for Females—One Writer Says That It Is a Mistake for Women to Regard Men as Enemies—Men Have Helped Them.

The problem of organization is one which has agitated women who work ever since the sex has been regarded as a factor in industrial competition, and it is apparent, from the almost daily discussions of the subject, that it is no nearer solution than it was at its inception. The relative sides of the controversy, whether organization assists in the amelioration of the sex from the evil effects of prejudice, have many champions who argue the question of principle with much wisdom and enthusiasm. To a casual observer, or even one who is interested in the outcome of the agitation without taking part in it, the affirmative side of the proposition would seem to be the most logical and popular, and there are many evidences to substantiate this view.

It is scarcely ten years since organization was tried by industrial women, and an observer epitomizes the result in these words: "Organization has in the first place compelled the recognition of female workers as competitors by the males, who previously usurped the fields into which women have since ventured and succeeded; organization has demonstrated the capabilities of woman more than individual merit could have ever done; it has rendered women independent of the influences of men in the adjustment of labor and social difficulties and in the matter of compensation."

Taking this view of the matter, which, it may be explained, is advanced by a Wisconsin lady who is much interested in the subject, it would seem that organization has not only done much to promote the advancement of women, but has in addition opened up a broad field for discussion as to the claims of women for recognition in other than an industrial sense. Our correspondent argues that "a woman who, in the face of the strong opposition of men engaged in similar industrial pursuits, succeeds in elevating herself by her own efforts to an equal plane with them, is certainly entitled to consideration as a factor in both the social and official spheres of life."

The argument is so logical and patent to the student of the social and industrial status of women that it needs no comment. The assumption, however, that men oppose the progress of women and in any way seek to retard their advancement and restrict their capacity as competitors is ungenerous and, in a large measure, will do much to inspire prejudice in men against women. The facts all tend the other way.

Men are not only not opposed to women as fellow workers, but would, if encouraged, do more to assist women in their struggle for supremacy than any other influence could possibly do. The developments of the agitation in the past few years have shown this. Working women have appealed to the national congress and to the legislative bodies of several states for recognition and have obtained it, purely through the assistance of men who realized the justice of the demands. Without the assistance of these men the recognition could never have been secured.

Further than this, women have found, when seeking to obtain the questionable benefits of organization achieved by men, that they had only to be sincere to secure the same. If men are once satisfied that female workers are sincere in their efforts to secure independence, and are willing to render all social propositions subservient to the purpose, women will have no cause for accrediting antipathy to men, but on the other hand will precipitate the millennium of their ambitions much sooner than by working alone.

The natural conclusion to be deducted from these conditions is, That women shall combine their own (as yet disorganized and incomplete) interests with those of men. Organization under such circumstances will obtain for a woman what she wants. Men are to be made friends, not enemies. To obtain recognition from their admirably organized systems of industrial pursuits is as much of a triumph for working women as they will ever secure. This can be done by working with them, not against them.—A Club Woman in Jenness Miller Illustrated,

The Colored Lights in Roman Candles.

In making Roman candles a cylindrical case is taken and packed with a lot of stars. At the bottom of the case they put some of the composition they put in rockets, and on top of each star is some more of it. By mixing certain chemicals green and red lights are produced. Green lights like those used in death scenes on the stage at the theater are made by mixing a great quantity of nitrate of barytes with small quantities of sulphur, chlorate of potash, charcoal pulverized and arsenic.—New York Evening Sun.

What a "Doublet" Is.

The doublet is the imitation of a jewel, the lower part of which, the culet, is an appropriately colored paste, while the upper part, the table, is an inferior genuine gem, both being fastened upon the culet with a water clear cement. These doublets can readily be distinguished by the expert.—Jewelers' Circular.

UNDER A MOVING TRAIN.

Sensations of a Man Who Thought His Last Hour Had Come.

To fall under a running railroad train, to lie on the rail and see death approaching one at the rate of fifteen miles or so an hour and only a few feet distant, is an experience not given to many to be able to relate. Yet this is what happened to a Chicago man.

"How did it happen? What were you thinking about?" he was asked the other day.

"Well," he replied, "I had no time to find out how it happened, but I do remember a good many things that I thought of while it was happening. Now it seems utterly impossible to me that such a flood of thoughts could flash through my brain and leave their individual and distinct impressions as did in the almost immeasurable short space of time that I lay on the rail in front of those wheels. It is said that just at the moment of one's death the whole doings of a lifetime are held up for review in less time than it takes to wink one's eye. I can readily believe it.

"In less than a second I thought of the many railroad accidents of which I had read. It flashed through my mind that I had often seen men credited with willful negligence or reckless intention in allowing themselves to be killed or maimed, and there I was on the track ready to furnish another illustration. Yes, sir; there I lay, flat on my back on the rail and saw the wheels of the after truck of the car come rolling along and only a few feet away. It almost seemed as if I felt them crushing and grinding my bones, yet I had, it seems, time to think also of how easily a fellow gets killed.

"I thought how foolish it was to accuse others of foolhardiness in getting run over when I myself was about to become a horrible example. I thought of how often I had 'let up lightly' engineers and conductors and helped to take the blame from them and put it on the fellow who got killed. But my greatest regret, in the time I had to think, was that I had so often adversely criticised the man who got run over.

"Strange as it may seem, however, these were not half my thoughts. I realized that I was yet alive, in the best of good health, every bone and limb sound, so to speak, and the next instant I would, I felt, be ground into pieces and my flesh and bones spattered over the railroad track. There was no power in the world to help me, so it seemed; not all that the engineers or conductors or brakemen could do would be of any avail. Then it flashed through my mind that I was on the brink of the other world and I had not even a chance to make one repentant prayer. I wondered what it would mean for me.

"While these ideas were running through my mind I must have made some sort of an effort to escape. I have no knowledge of how I did it, but I did roll off the rail outward. The wheel caught my heel, though at first it seemed as if my foot was cut off above the ankle and I was powerless to move it. I managed to get onto my right foot and balance myself on that for a second, to get my thoughts together as to what I shoud next do. It has taken me ten or fifteen minutes to tell this thing, but it did not, I should judge, from the rate the train was going, take anything like a second of time for it all to happen."—Chicago Tribune.

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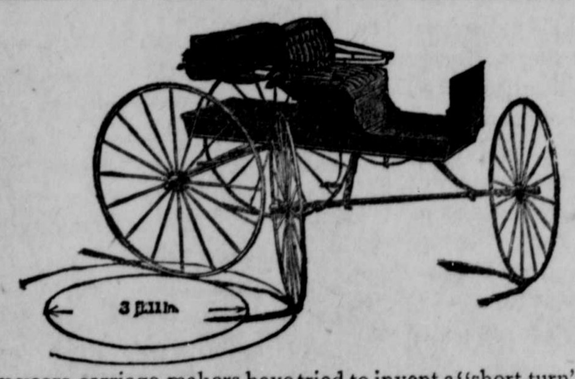
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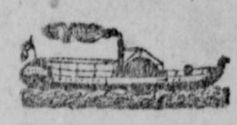
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