In a recent debate in the United States Senate, on Inter-State Commerce, Senator Vance, of North Carolina, said: “Now, our laws forbid absolutely the tyranny of one man over another, or of any kind of restraint whatever by one man over the personal freedom of another.” The proposition is so self-evident that discussion would obscure, rather than add luster to the truth it embodies. It may be said, indeed, the proclamation cannot be too frequently or too emphatically made, that when one seizes an opportunity to tyrannize over another, he becomes a monster of such hideous mien, is so corrupted by vile propensities, and so hardened by the cultivation of detestable purposes, that whatever may be his position or surroundings, he has only to be known to be at once consigned, by all honorable men, to a class of miscreants whose existence can be accounted for upon no rational hypothesis. He is a human reptile, and only an inscrutable creator could tell why he exists. To this class belong those railway superintendents who have evolved, what is widely known as “blacklisting” methods, whereby employees, who from any cause, may be discharged, are blacklisted, that is to say, branded as unworthy of employment and confidence, and followed up in their search for work and made to realize that these sleuth hounds of persecution, as relentless as death, are following them through every lane and avenue of life, ready and prepared to deprive them of employment and make their lives an intolerable burden. This movement, the gods be praised, is said to be confined to about thirty “down east” superintendents, and manifestly has for its object the degradation of employees, free-men, men robed in the sovereignty of American citizenship, to the
condition of serfs, creatures who belong to certain railways, and wear
the collar of certain superintendents. Honestly analyzed, the blacklist-
ing infamy is designed to bring about that condition among Ameri-
can laborers. To illustrate: A is in the employment of B, an eastern
railway superintendent, with whom he disagrees, as he has a perfect
right to do, receives his discharge and is therefore required to seek
employment elsewhere and under some other “boss.” What is the re-
sult?

Simply this: B enters his name upon the blacklist, and forthwith
it is sent to every other blacklisting superintendent. A goes forth with
a blacklisting mark upon him. He goes the rounds, everywhere B has
preceded him. If he finds work at all it must be outside of his chosen
vocation. He must apply elsewhere and for employment in which he
has little or no experience. The blacklisting curse may even follow
him there. He is doomed to idleness and to all the ills which idleness
entails — poverty, tramping, ostracism, degradation, and possibly
crime. These blacklisting scoundrels doubtless reason among them-
selves “our men know the penalty of a discharge, of abandoning our
employment, and rather than take its risks, will submit to our degrad-
ing demands, and be silent and submissive to our rules.” By such
processes, it is understood, that about 30 Eastern railway superinten-
dents anticipate lordly control over their employes. We learn from
The Railroader, published at Toledo, Ohio, that there is a widespread
protest throughout the west against this blacklisting program. It can-
not be too extended, too unanimous nor too emphatic. Blacklisting is
a move in the wrong direction. It will not be tolerated. It is opposed
to law, justice and common decency. The superintendents who prac-
tice the execrable out- rage upon working men should be everywhere
held up to public scorn and contempt. They are enemies of public
order. They dethrone law. They invite anarchy. They are the assassins
of character. They inaugurate deep seated enmities, and are the deadly
foes of free institutions. We hear much, nowadays, about the murder-
ous designs of dynamiters, of the vagaries of socialists of “red handed”
communists, to the end of the chapter, but here we have it stated that
some 30 railway superintendents have organized a blacklisting Ku
Klux Klan, whose mission it is to follow up certain blacklisted me-
chanics and working men for the purpose of robbing them of the
means of subsistence, dogging their steps for the purpose of keeping them in idleness till gaunt hunger gnaws at their vitals, until rags bespeak their degradation and blank despair shrouds their lives. This is certainly a new departure in railroading. It demands the widest possible notoriety. It means mischief. It cannot survive light. It is dirty in its very conception and damnable in every feature. It is anti-American. It is an exhibition of arrogance and turpitude deserving crushing resentment. American working men are not serfs — they will not wear the collar of railway superintendents, east or west. They are not cringing, fawning, lickspittles, to approach railway superintendents on their bellies in the dust. The blacklisting gang, by the fiat of justice, will be required to change their policy. This should be the motto, not only of all the railway papers in the land, but the press generally should demand that the blacklisting railway superintendents should at once change their program.