

done so; because the capitalistic class have appropriated to themselves nearly all the benefits. The producers only get from one-fourth to one-third of the total production, while the remainder, obviously, goes to the benefit of the non-producers. The result is, that the available surplus value has largely increased and the idle class find it harder to secure employment. At each fresh invention their position is rendered precarious in the extreme. There is a constant tendency to replace skilled labor by unskilled men and women. To destroy what they themselves have produced, merely because it is at present stolen from them, would be absurd; they should demand the restitution of their ranks on clear, labor class lines, keep it in their own control and work it for their own benefit instead of their own detriment.

For an illustration of what a short-sighted hireling of a soulless corporation will do when he has an opportunity it is not necessary to go far from home. The Superior Rapid (?) Transit Company (may the Lord forgive them for the libel on "rapid") has raised the price from five cents to ten cents for the luckless passenger with a bicycle for simply crossing the bay on their boat at Connor's Point, while another passenger with half a dozen satchels, baskets, etc., is taken across and carried on their palatial (?) cars to any part of the city for five cents. Five cents is not much, but it simply shows what a human hog will do when he has a chance. Can anyone imagine what hardship would be inflicted on a poorly paid and defenseless employee by such a small-souled plutocrat as the manager of the Superior Rapid Transit Company? It is a notorious fact that there is not as poorly a

side of the coal mines as the employes of this same corporation, and there is not a city with a street car line that has poorer service. The employees are not organized and it gives this diamond-fronted autocrat an opportunity to do about as he pleases. It might be a good thing if the city fathers of either or both cities would pass ordinances regulating the rate of transportation across the bay at Connor's Point.

#### The Milwaukee Strike.

The strike of the Milwaukee street car employees promises to be one of the most remarkable strikes in the history of the country, and at the present writing it is difficult to predict just what the outcome will be. According to reports the company is operating many cars with men imported to Milwaukee from all over the country, who have accepted positions under promises of fat jobs, steady employment, etc. As usual, the company have the advantage of having an unlimited amount of money, stolen and extorted from the people and its defenseless employees, and it also has the backing of the silk-stocking element of the city council. The sympathy of the better class of citizens are with the boys.

Besides owning the street railway, the company also own and operate the gas and electric light plant of the city, and there has already been introduced in the council several resolutions to revoke all three of its franchises with a good prospect that this will be done at no distant day. Cars are operated, it is true, but the sole occupants are the scab conductor and motorman and a policeman at each end of the car, while commodious busses and hacks carry all who wish to ride at a trifling cost. The boycott is complete, and the entire populace, in sympathy with the strikers, fill these conveyances to the humiliation of the gigantic cor-

poration which is striving to crush the life out of a poorly paid lot of God's creatures who have been forced, out of dire necessity, to take this step. No matter what the final result is, the men will lose nothing, and it will cost the company thousands of dollars of their ill-gotten gains. The conduct of the men has been admirable from the start and their course is commended from every side. The day of retribution is not far away for such cormorants as compose the Milwaukee Street Railway Company and may their punishment be swift and terrible.

#### Let the Good Work Go On.

The Lyceum boycott has done some good even if it has not yet been victorious. We have had several ladies call and subscribe for the Labor World, saying they are becoming interested in the labor question and want to get a paper that will tell them the truth. They informed us that they had never given the labor question thought until the boycott on the Lyceum had attracted their attention. May the boycott on the Lyceum theater awaken more minds to the needs of thought and study upon the most momentous question before the American people today. A problem that must be solved ere the twentieth century has passed beyond its dawning. The victims of this mighty struggle are falling on every side, fighting against a fate that is inevitable if the American people do not awake, and very soon, to the horrible greediness and selfishness of that devilfish, and monster, private corporation; private ownership, whereby one man can say what he will pay dozens or hundreds of others for filling his coffers with the filthy lucre—money. If the Lyceum boycott has caused one woman to take up the study of labor, it has performed good work.