

BRASS CHECK PRESS ACCUSED OF CREATING SENTIMENT FOR ROADS

But little less interesting than the developments in the controversy between the railroad owners and the railroad employees is the maneuvering of the daily press to misrepresent the public and create psychology for the railroads says the Oregon Labor Press of Portland.

With a very few welcome exceptions the daily newspapers are not printing "news" articles which are colored in the interests of the road owners, but are adding the weight of editorial comment to influence the public to put the whole blame on the shoulders of the workers for any possible inconveniences occasioned.

The newspapers know that the 400,000 workers are not striking solely because of a 12 per cent reduction in wages, yet the inference is left in the air out of every ten newspaper stories published regarding the proposed strike.

The interest of the "public" is being held out as the paramount consideration, and from reading the general run of editorials, the reader would never suspect that blame could attach in the slightest degree for the public disfigurement to anyone other than the railroad unions.

The Brass Check journals are busy making medicine for the railroad owners; for nearly a week the suggestion has been repeated daily that the strike is against the public and against the government. It is craftily figured that another week of the propaganda will prepare the public mind for a federal injunction or for military interference—in the interest of the railroad owners, of course.

The daily papers do not tell their readers that the railroad workers have suffered not only a wage reduction of 12 per cent, but have also lost conditions which, measured in money, brings the actual total reduction to 30, and in some cases 40, per cent. They do not tell their readers, either in news articles or editorials, that the trend of orders from the railroad board is toward abolishment of the eight-hour day and other decent working conditions.

The Brass Check journals have also suddenly become enthusiastic advocates of obedience of the law. They have discovered that the threatened strike is a violation of orders issued by the railroad labor board, which was constituted by legislative enactment at the request of the railroads. The Brass Check journals evidently did not know of this situation when the Pennsylvania railroad openly and contemptuously ignored the orders of the board.

The truth of the matter is that the roads and their newspaper tools have grave fear that a strike of the magnitude which threatens could easily lead to public opinion and later to public ownership of the railroads. It is this eventuality which they fear more than the inconvenience or the cost of strike.

representatives, and cannot possibly know anything of their program. The union men know the commercial press too well to divulge anything to it, and therefore, those of our people who have other sources of information than the kept press will not be deceived by anything that appears in the daily newspapers, but will take such things on the theory that if it appears in a kept newspaper, it probably is untrue.

It would seem that as time passes, the propaganda of the commercial press against organized labor is being put to its maximum use. But in time, a deceived and outraged public will turn on such a press, and its power for harm to the public interest will be forever removed.

The psychological affect upon public sentiment may be distinctly unfavorable to the railway employees, but if the facts were generally known, the reaction might be quite the opposite.

The above declaration was made in a public statement issued by the Committee of Forty-Eight this week in a discussion of the present troubles in railroad circles.

The responsibility for provoking the strike," says the statement, "rests squarely upon shoulders of the Railroad Executives, who by their intentional and insidious misrepresentations have deliberately deceived the public as to the facts, particularly as to the wages they are paying their employees, and have made it appear that the reason for the collapse of private ownership is entirely due to the high wages demanded by their employees. This is absolutely false.

"The official figures issued by the U. S. Railroad Labor Board show that the railroad workers, instead of enjoying under the present law, are receiving an average wage of only \$1895 per annum, which has now been cut 12 1/2 per cent and reduced to \$1484, or less than \$29 per week. As against this the minimum standard of comfort on which the average man can support himself and his family has been fixed by the Bureau of Applied Economics at \$2000 per annum.

"Do the railroad executives mean that they are unwilling to pay their employees a living wage or that they cannot do so and operate the railroads successfully? "Under these circumstances it is no wonder that the threat of a further cut of 10 per cent precipitated a strike.

"Railroad wages increased only 38 per cent (this has now been cut 12 1/2 per cent) between 1914 and 1920. But the cost of fuel, furnished by the coal companies, which is controlled by the Railroad Executives has increased 500 per cent during the same period. Why? Because when the railroads were ordered to technically segregate their coal properties from the railroad interests the insiders grasped this golden opportunity to organize coal companies of their own, who raised the price of coal to fabulous figures, sold it back to the railroads and pocketed the difference. Then they shamelessly turned around, unloaded the deficits arising from these and many other similar transactions upon the government under the pernicious guarantees contained in the Esch-Cummins law, collected these amounts from the taxpayers, and are now demanding another \$500,000,000 from the long suffering public through capitalizing their debts and requiring that the War Finance Corporation (on behalf of the Federal Government) guarantee their bonds.

WORKERS MAY SHARE IN MANAGEMENT IN REVISED PLAN FOR TRANSIT SYSTEM

Proposals to include representatives of employees on the board of control that would direct the reorganized and unified transportation system under the New York transit commission's plan are being considered by the commission, it has been announced by its members.

Equal representation by labor on the board with the members to be appointed by the city and the companies, it is argued by those who favor the plan, would be in line with the commission's own principle that the employees ought to share in the profits wherever the income derived from a 5-cent fare warranted it.

Unless the commission's plan, the board of control is to take over all the surface, elevated and subway lines and run them as one system until municipal ownership of all the properties can be instituted. The plan as formulated follows substantially the workers' plan of the Transit Board of the United States the point of departure being in the formation of the board of control. The commission's original

recommendation was that the city and the stockholders should name respectively three members, who would elect a chairman. The workers' plan called for a tripartite board of control, with labor having equal representation with the public and capital.

Workers to Name Members. Equal representation by labor on the board with the members to be appointed by the city and the companies, it is argued by those who favor the plan, would be in line with the commission's own principle that the employees ought to share in the profits wherever the income derived from a 5-cent fare warranted it.

Unless the commission's plan, the board of control is to take over all the surface, elevated and subway lines and run them as one system until municipal ownership of all the properties can be instituted. The plan as formulated follows substantially the workers' plan of the Transit Board of the United States the point of departure being in the formation of the board of control. The commission's original

being given to it." If the commission enlarges its program, and its recommendations are made and will be carried out in good faith, the form of management of the transportation system of New York would provide for absolute industrial democracy.

Program Is Facing Criticism. It is charged by the opponents of the commission that the plan was announced just before the municipal election for political purposes and that there is no intention of giving the public the benefits that seem assured in the prospectus. This may or may not be true, but the fact remains that the commission, with the one notable exception, has in its program for saving the traction system, incorporated practically every major plank in the plan of the workers for giving similar service to the nation's railways.

Strangely enough, a majority of New York papers, which denounced the workers' plan as everything that was bad, have accepted the transit commission report with warm approval and are urging its adoption.

LATEST RAIL GRAB ON TREASURY WILL BE PAID TO STOCKHOLDERS

WASHINGTON, Oct. 27.—The claim that a proposed half-billion dollar "hand out" to the railroads will create employment was exposed by W. S. Carter, president of the Brotherhood of Locomotive Firemen, at the president's conference.

The brotherhood official said, in effect, "If you claim this money will be used to purchase railroad equipment, and will not be divided among stockholders as deferred dividends, vote with me that the bill be indorsed with that understanding."

Carter's plan was rejected, because a unanimous vote was necessary. Advocates of the "hand out" are ignoring this clear cut "show down" and continue telling the public that if congress votes this huge sum hundreds of thousands of workers will be employed, as the railroads will immediately place their orders for equipment.

President Carter showed that the \$500,000,000 as provided in the senate bill (No. 2337) will in no way increase the employment of railroad workers. He showed that, when railroads want new cars or locomotives the management increases its capital stock or issues "equipment bonds" for a number of years.

"It has never been the general policy of railroads to use any money affecting their capital to repair cars and locomotives," he said. "The earnings from the car in transporting freight should and will pay the expenses of its upkeep.

RAILROAD LABOR WAITS LONG FOR JUSTICE DENIED

Case Against the Railroads is Strong One; Union Chief Always Sought Peace. (Continued from Page 1.) graphed copies and rushed them to the Interstate Commerce Commission as an additional argument for higher freight and passenger rates.

The commission had already prepared its schedules of increases, but, with the wage award before it, authorized new increases covering this railroad expenditure. About 11.5 per cent of the rate increase was to cover wages, and the commission so stipulated in its decision.

That the railroads were actually using the Labor Board as a lever to pry large freight increases from the commission later became apparent. The new traffic rates became operative in September, 26 days after the government's guarantee of earnings had lapsed. Within 30 days thereafter a number of roads had returned to the Labor Board with demands for the recall of all or substantial portions of the wage increases granted workers. These demands continued until April, 1921, when practically every road in the country had filed applications for wage cuts.

Double-Crossing the Public. Having used the wage increase as an argument for higher rates, which were secured, railroads just as soon as they could prepare their appeals sought the cooperation of the board in their program of taking from the workers their gains and retaining for the carriers the entire income from rate increases that were in part provided to cover labor charges.

The Labor Board reduced wages 12 per cent in July of this year, over protest of the workers, thus consummating this transparent fraud upon the public, which obtained no recession of rates equaling the amount of wage savings. During this period the roads also dropped 800,000 men from payrolls and pocketed the savings in wages.

More than wages, however, is involved in this controversy. Coincidentally with their demand for pay cuts the railroads made a concerted attack upon working rules, negotiated during the period of Federal control for all roads and in force for many years on a number of roads as the result of direct negotiations between workers and managements.

RAILROAD LABOR WAITS LONG FOR JUSTICE DENIED

Case Against the Railroads is Strong One; Union Chief Always Sought Peace. (Continued from Page 1.) graphed copies and rushed them to the Interstate Commerce Commission as an additional argument for higher freight and passenger rates.

The commission had already prepared its schedules of increases, but, with the wage award before it, authorized new increases covering this railroad expenditure. About 11.5 per cent of the rate increase was to cover wages, and the commission so stipulated in its decision.

That the railroads were actually using the Labor Board as a lever to pry large freight increases from the commission later became apparent. The new traffic rates became operative in September, 26 days after the government's guarantee of earnings had lapsed. Within 30 days thereafter a number of roads had returned to the Labor Board with demands for the recall of all or substantial portions of the wage increases granted workers. These demands continued until April, 1921, when practically every road in the country had filed applications for wage cuts.

Double-Crossing the Public. Having used the wage increase as an argument for higher rates, which were secured, railroads just as soon as they could prepare their appeals sought the cooperation of the board in their program of taking from the workers their gains and retaining for the carriers the entire income from rate increases that were in part provided to cover labor charges.

The Labor Board reduced wages 12 per cent in July of this year, over protest of the workers, thus consummating this transparent fraud upon the public, which obtained no recession of rates equaling the amount of wage savings. During this period the roads also dropped 800,000 men from payrolls and pocketed the savings in wages.

More than wages, however, is involved in this controversy. Coincidentally with their demand for pay cuts the railroads made a concerted attack upon working rules, negotiated during the period of Federal control for all roads and in force for many years on a number of roads as the result of direct negotiations between workers and managements.

OUTSIDERS CAN'T BREAK INTO RETAIL COAL GAME

PERTH AMBOY, N. J., Oct. 27.—Retail coal dealers told a state legislative committee that coal prices are fixed and maintained at high levels by the New Jersey Retail Dealers' association must sign an agreement that they will not invade the trade territory of another except on the same scale of prices. The trade field is restricted to those now established and it is almost impossible for an outsider to break into the retail coal business.

It was shown that three industrial concerns, employing more than 6,000 workers, supplied coal direct from the mines to these employees. Substantial savings to the workers were the concern, by intimidation, to abandon this practice.

STEEL TRUST IS LABOR'S WORST FOE, UNTERMAYER. WASHINGTON, Oct. 27.—The United States Steel corporation was characterized as "the greatest enemy of labor in this country" by Samuel Untermyer, New York attorney and investigator, today before the senate labor committee investigating the Mingo mine war.

"If the Steel corporation could be eliminated from the situation tomorrow there would be industrial peace in six months," declared Untermyer.

STRIKE BREAKER ARRESTED IN ACT OF SETTING FIRE. RICHMOND, Cal., Oct. 27.—J. C. Emerson, watchman for an oil company whose employees are on strike, has been arrested on the charge of attempting to set fire to the plant. Emerson was arrested in 1914 with a suit case filled with dynamite. At that time he was charged with attempting to discredit trade unionism, but the case was mysteriously dropped.

Organized workers are asking how the company employed a man with such a record for the responsible position of watchman. Irate Husband—(who has been waiting "two hours" for his wife, outside a department store) Ah! Here at least. Have you bought up the entire stock? Friend Wife—(who has been shopping for "fifteen minutes" among the unmentionables;) Oh, no. I haven't bought anything, in fact. I was just looking at some lingerie.

INDICTED COAL MINERS FREED BY COURT ORDER

Press dispatches this week conveyed the news that seventeen union men indicted for murder at Matewan, West Virginia, May 19, 1920, in the fight between the mayor Chief of Police Hatfield and townpeople on the one hand and private detectives other, will never be brought to trial. The information was given out by Judge R. D. Bailey of the Mingo county circuit court. The state, Judge Bailey explained had moved for continuance of the cases three times, and under the state law the court had no option but to discharge the defendants.

Twenty-one union miners have already been tried for the shooting of Albert Felts, one of the detectives, and were acquitted.

DOG-MATIC. Tacful Solicitor—A cute pup you have there. Wary Prospect—Yes. Very knowing. T. S.—Know any tricks? W. P.—You. Can't fool him. He knows all of them. Great zoologist too. T. S.—How's that? W. P.—Chase calves away and collects goats.

"If the Steel corporation could be eliminated from the situation tomorrow there would be industrial peace in six months," declared Untermyer.

STRIKE BREAKER ARRESTED IN ACT OF SETTING FIRE. RICHMOND, Cal., Oct. 27.—J. C. Emerson, watchman for an oil company whose employees are on strike, has been arrested on the charge of attempting to set fire to the plant. Emerson was arrested in 1914 with a suit case filled with dynamite. At that time he was charged with attempting to discredit trade unionism, but the case was mysteriously dropped.

Organized workers are asking how the company employed a man with such a record for the responsible position of watchman. Irate Husband—(who has been waiting "two hours" for his wife, outside a department store) Ah! Here at least. Have you bought up the entire stock? Friend Wife—(who has been shopping for "fifteen minutes" among the unmentionables;) Oh, no. I haven't bought anything, in fact. I was just looking at some lingerie.

FRENCH & BASSETT CO. THE IDEAL HEATING SYSTEM THE JEWEL PIPELESS FURNACE. Costs less to operate and produces a greater volume of heat, considering the fuel consumed, than any other heating system. Heats every room in the house into which warm air can enter and is installed without wall-cutting, plaster removing, trouble or muss. EASY TERMS AVAILABLE TO ALL. French & Bassett Co. GOOD FURNITURE ESTABLISHED 1864. FIRST STREET AND THIRD AVE. WEST.

Whatsoever benefit this decision conferred upon the workers has since been taken from them by the Labor Board. It has in supplements to its original decision No. 222 whittled away at the rules until they bear little resemblance to their original form. Its most recent awards establish piece work, to which practically every rail-worker in the country is in violent opposition. Satisfactory agreements have been negotiated with but two railroads.

Meanwhile decisions that seemed to favor the workers have been ignored by the railroads. The Pennsylvania railroad is a conspicuous example and is today in contempt of important decisions. Notwithstanding, the Pennsylvania continues to appear before the board for wage cuts and is getting the benefit of numerous decisions adverse to the workers.

The situation, unsatisfactory as it was from the viewpoint of railroad employees, has been aggravated by the dictatorial and arbitrary attitude of railroad managers. They have been at no pains to conceal their purpose to destroy craft unionism and drive it from their lines. When they could not secure favorable decisions from the Labor Board they denied its jurisdiction. They have refused to negotiate with representatives of

the workers nor would they admit that there is anything to negotiate. Finally they declared their purpose to further decrease wages, and the strike order was issued. For several weeks the brotherhood officers have had strike authorizations from their membership, and action was delayed pending a final effort to get the rail managers into conference. Suffering a long series of abuses and humiliations, the workers justly believe that if transportation is disrupted the managers alone will be blamable.

RENO SPECIAL. Hardleigh—Well m'dear, I guess we won't have any difficulty. I hear that Judge Fixum handles these matters with machine-like precision and dispatch. Faric—That's encouraging. He must be a sort of mechanical separator. MEN'S LEATHER VESTS Big selections, cheap prices. The Big Duluth.

Here's an 'Edison' Mazda Lamp for every lighting purpose. Duluth Edison Electric Co. Call Belrose 911.

Cut Flowers, Plants and Seeds with Reputation Supplied to the Great Northwest DULUTH FLORAL CO. Extra Values in Emblems and Sprays for Funerals.

DO NOT BE DECEIVED There is only ONE Union Dental Office in Duluth. Some dentists are taking advantage of our good reputation by saying they are Union Dentists. Be sure you are in the right office. UNION DENTISTS 21 West Superior Street, Over Stearns Book Store.

ZENITH COAL The NORTHWEST'S STANDARD HAS THE ENDORSEMENT OF CONSUMERS WHO WATCH THEIR FUEL COSTS. ARE YOU AMONG THEM? LOW IN ASH, HIGH IN COMBUSTIBLES WRITE FOR INFORMATION TO ZENITH FURNACE COMPANY HOME OF QUALITY COAL WEST DULUTH, MINN.

Not What You Earn But What You Save Your future success is indicated not by what you are earning now, but by what percentage of your earnings you are SAVING now. Your ability to SAVE indicates your ability to succeed. You can open a saving account at this bank with \$1.00 or more American Exchange National Bank of Duluth

Voluntary Arbitration Contract For Twenty Years we have issued this Union Stamp for use under our BOOT & SHOE WORKERS UNION UNION STAMP. Boot and Shoe Workers' Union 246 SUMNER STREET, BOSTON, MASS. Collis Lively, General President. Charles L. Batus, General Secretary-Treasurer.

WINTER UNDERWEAR Men's and Boys' Winter Underwear Best and cheapest at the Big Duluth.