

N. J. Democrats Urge Irish Republic

The following resolutions were adopted at the recent New Jersey democratic state convention:

Whereas, the founders of the republic of the United States, in the Declaration of Independence, set forth these facts:

"That all men are created equal, that they are endowed by their Creator with certain inalienable rights, that among these are life, liberty, and the pursuit of happiness. That to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed. That whenever any form of government becomes destructive, it is the right of the people to alter or abolish it, and to institute a new government, laying its foundations on such principles and organizing its powers in such form as to them shall seem most likely to affect safety and happiness."

Whereas, the people of the United States have since that Declaration of Independence invariably and unalterably subscribed to the above sentiments, and

Whereas, Woodrow Wilson, democracy's present great leader, declared on innumerable occasions before the war, during the war and after the war, that these principles which he aptly termed "self-determination" must be at the base of any settlement agreed upon by the nations involved at the close of the war, and

Whereas, it was for the reiteration of their belief in these principles and their perpetuation by all the world, that American soldiers, sailors and marines participated in the recent world war, and by their heroic actions successfully concluded the war, thereby bringing peace to the world, and

Whereas, the people of Ireland in their attempt to throw off the shackles of an unjust government have set up for themselves a form of government based upon the principles of freedom and in accordance with all the principles of the Declaration of Independence of the

United States of America, now, therefore, be it Resolved, That the democratic party of the state of New Jersey in convention assembled demands that any covenant of a league of nations adopted by the United States shall have these principles incorporated therein to the end that the independence of the Irish republic be acknowledged.

J. Bruce Kremer said that 75 per cent of the people of the east were in favor of the league of nations. According to the above, he must be figuring on the people 3,000 miles east of New Jersey.

With the Editors

STEWART AND THE STATE HIGHWAY COMMISSION.

In the state government, the people maintain a huge and costly highway department, the overhead expenses taking probably 75 per cent of the vast sums it spends, while possibly 25 per cent is spent on actual road construction.

The foregoing excerpt was not clipped from the Butte Bulletin or the Nonpartisan Leader. It was cut from the editorial columns of a once reactionary newspaper. The editor of this paper sees the handwriting on the wall. He knows that the people of Montana can no longer be encouraged or deceived by Governor Stewart and the skillful attorneys of corporations. There may be good men on the state highway commission but if so they are powerless to put a stop to the shameful waste of the people's money. The honest county commissioners are crying out against the machine methods of Frank Conley. In the name of the people we demand that Frank Conley confine his efforts to the care of the counties at Deer Lodge and that some efficient man be put at the head of the highway commission of the state.—New Northwest.

The A. B. C. of the Plumb Plan

What Is the Plumb Plan?

It is a plan for the public ownership and the democracy in the control of the railroads.

Who Has Endorsed It?

The two million organized railroad employees of America; and the American Federation of Labor, approving the principle of government ownership, has instructed its executive committee to co-operate with the officers of the railroad international in their effort. It also has been endorsed by several farmers' organizations.

How Does It Propose to Buy the Roads?

By issuing government bonds with which to pay for the legitimate private interests in the railroad industry.

How Does It Propose to Operate the Roads?

By a board of 15 directors, five named by the president, to represent the public; five elected by the operating officers; five elected by the classified employees.

Does This Mean Government Operation?

No; it is operation by a board in which those having the responsibility have also the authority. It is superior to government operation because it prevents control by an inefficient bureaucracy; and is true democracy since it gives the men engaged in the industry a voice in its management.

What Becomes of the Surplus?

After operating expenses are paid, and fixed charges are met, including the interest on outstanding government securities, the surplus is divided equally between the government and the men. The employees' portion is to be divided between the managerial and classified employees, the former receiving double the rate received by the latter class. This is not a profit, since the corporation has no capital. What the men receive is a dividend on efficiency.

Is This a Bonus System?

No, it is giving those who increase production a share of the results their increased effort has produced; and this share is theirs for as long as they are actually in the service, and is not forfeitable.

Why Do Operating Officials Receive the Larger Rate of Dividend.

Because it serves as a greater stimulus to the group with the most responsibility. And since the operating officials would lose dividends if wages were increased it acts automatically to prevent collusion between labor directors and the operating directors to outvote the public's directors in raising wages beyond a reasonable level. The chief argument against the plan is that the public loses control of its own property, and that the men in charge cannot be prevented from combining to pay themselves extortionate wages. This method of sharing dividends sets up a natural barrier against collusion.

Is This the Only Protection for the Public?

No, the rate-making power remains with the interstate commerce commission, and if rates were raised so high that rates had to be increased, the commission could refuse to change them, and shippers might appeal to the courts for redress. If the operation by the directors results in a deficit, congress can revoke their charter.

Does This Difference in Dividends Create Hostility Between Officials and Men?

No, because without harmony between them neither group can earn dividends. An official in working for his own dividend is working for the dividend of his subordinates, for one cannot gain unless all gain.

Does the Plan Assure a Decrease in Rates?

It provides that when the government's share of the surplus is 5 per cent or more of the gross operating revenue, rates shall be reduced accordingly to absorb the amount the government receives. For instance: If the entire surplus one year is \$500,000,000, and this is 10 per cent of the gross operating revenue, the government receives \$250,000,000. And because this is 5 per cent, rates are decreased 5 per cent. See what follows: Without new economies or new business the profits the next year would be only \$250,000,000, and the employees and the government would receive only half the amount of the year before. But decreased rates mean increased business; and also, the reduction in dividends would stimulate the employees to improve their operation by applying better methods. So the tendency is to assure constantly decreasing rates, to add to the volume of business, and to give the most efficient service human ingenuity and devotion can provide. Decreased rates mean cheaper commodities; and so, through the effectiveness of the railroads, the purchasing power of money is increased, not only for the railroad man, but for every wage earner and every purchaser.

What Does the Government Do With Its Share of the Surplus?

It invests it in improvements and extensions, thus adding to the value of the railroads without adding to the fixed charges. It retires the outstanding bonds, thus reducing the fixed charges. Ultimately the public has its railroad service at cost.

Does the Government Pay for All Extensions?

No, the community benefited must pay for it; if it is able to pay all, the building of the extension is obligatory. If it only pays part, the government pays the remainder, but only makes the extension as it deems wise. And where the general public and not a local community would be benefited, the government pays the whole bill.

How Are Disputes Between Officials and Men Adjusted?

By boards, to which the operating officials elect five members and the men, five members. In case of failure to reach an adjustment, the case is appealed to the directors.

Who Determines the Rate of Wages?

The board of directors.

Who Supervises the Purchase of the Roads?

A purchasing board, composed of the interstate commerce commission and three directors of the new government corporation, one director from each group.

Who Decides the Value of the Private Interest in the Railroads?

The courts. It is a judicial question, and is to be answered only after an examination of the charters of the existing companies, the laws under which they were created, and the manner in which the company has lived up to its charter and these laws.

Will the Public Have to Pay for Watered Stock?

No. The public will probably pay less than two-thirds of what the railroads claim as their value.

Are There Other Savings?

Yes, the public can obtain the money to purchase the lines at 4 per cent, whereas the public is now charged rates to guarantee the roads 6 1/2 per cent on their money. The saving on the present capital account of the railroads would be about \$400,000,000, and on an honest valuation would be nearly twice this sum. The Plumb plan provides for a sinking fund and every year one of the fixed charges would be 1 per cent of the outstanding indebtedness, to be used in retiring the bonds. The government also uses its profits in retiring bonds, so eventually, probably in 50 years, the people would own the roads debt-free. A further saving would be in the operation of the roads as a unified system, which permits the interchange of equipment, the end of wasteful competition, and greater economy in buying supplies. Under this plan passenger rates of 1 1/2 cents a mile, and a reduction of freight rates by 40 per cent appear reasonable.

Why Is It Called the Plumb Plan?

Because it was conceived by Glenn E. Plumb, general counsel for the Organized Railway Employees of America.

What Can You Do to Help its Realization?

Join the Plumb Plan league (odge membership, \$10 a year; individual membership, \$1, payable to Treasurer, Plumb Plan League, 447-453 Muncy Bldg., Washington), talk with your friends, and write your congressman. It is the only association to secure public ownership that has the endorsement of the organized railroad employees.

Who Is Eligible to the League?

Every one who believes that democracy in industry is the solution of the railroad problem.

How to Get Behind the Plumb Plan for Railway Ownership

The bill drawn by Glenn E. Plumb and backed by the 14 railway brotherhoods and many other progressive organizations, providing for the public ownership, democratic control and efficient operation of the railroads, has been prepared and will soon be presented in congress. Not fewer than 6,000,000 people are behind the measure. A nationwide campaign is being organized by the railway brotherhoods, the so-called Plumb Plan league and the Public Ownership League of America, all working together. Every interested citizen in America, should get into the fight. Write for particulars to the Public Ownership League, 1430 Unity Building, Chicago.

IF YOU DON'T SEE WHAT YOU WANT ADVERTISE FOR IT

RIGHT NOW is the time to exchange your fifty-dollar Liberty Bonds for fifty dollars worth of stock in the Butte Daily Bulletin. The fight for liberty, democracy, and all those beautiful things the statesmen have been mouthing about, has not been won "over here," and if you are interested in aiding in the fight, an investment in the FREE PRESS is the most effective assistance you can render.

SPORTOGRAPHY

By "GRAVY."

MAY I NOT suggest that race rioters take themselves by the hand and throw themselves over board? It'll give our soldiers a much needed rest, and also give a little breathing space to our sheriffs and mayors.

How About the Differentiator? Warren Brown saw Willie Meehan standing on the corner of Market and Powell streets the other day in Frisco piping a big touring car. Willie was very much interested in it and was feeling around the rear of the gas buggy.

"What's the matter now, Willie?" asked Brown. "Oh, I was just jumping all the extras they have on cars now," chirped the fat one.

"What do you mean?" asked Brown. "I was just looking at them shock observers," chirped Willie as he rubbed his chin and looked again.

Kerr's Sensational Rise. Richard Kerr, the little left-hander who was the Chicago's bright particular star in the late world's series, has had rather a sudden rise to fame. A brief year ago this same young man was tossing 'em up for the Milwaukee club of the American Association and was unknown on the big-time circuit.

His sudden rush into the spotlight, however, followed nine years of toil back in the sticks and bushes for, though he is now only 25 years old, Kerr had been dating around here and here since 1909. The records indicate that he obtained his first engagement 10 years ago with the Paragould (Ark.) club, and that he rose by gradual stages until he was purchased by the White Sox from the Brewers.

Kerr, like Arthur Nehf of the Giants, is a tireless worker despite his lack of the bulk which "iron men" are supposed to have. Hurling for Milwaukee last year, Kerr took part in 28 games in a season shortened by war-time exigencies. He was credited with winning 17 games, and with losing seven, and he pitched 307 innings more than any other boxman in the league. His average of earned runs allowed per nine-inning game was 2.04, which is a mighty fine mark in any company. This year he held up his end of the task of hurling the White Sox to a pennant, winning 13 games and losing eight.

In the manner in which Kerr turned the Reds back after his famous mates, Cicotte and Williams, had failed, came as something of a surprise though many White Sox rooters seem to have had a hunch that the little fellow would turn the trick. Yet, withal, it was a typical world's series exploit. Nearly every year some player who is rated just a trifle above the average holds up with a sensational performance of one sort or another in the annual classic.

Kerr is just the kind of a fellow that might be expected to shine in a big series, for he is as game as they come. Incidentally, as a youngster on the St. Louis team, Kerr made something of a reputation as a fighter, and it is said that he has taken part in a number of ring contests.

The Class in Sportography. Answer: The record for fence vaulting with one hand was made by J. D. Webster at Philadelphia on April 6, 1886. He cleared a fence 5 feet 6 1/2 inches high. The record for vaulting a fence with two hands was made by C. H. Atkinson at Cambridge, Mass., on March 22, 1884. The two-handed record for fence vaulting is 7 feet 3 1/2 inches.

When was the bound catch abolished? Read this section tomorrow and find out.

Northern Pacific. East bound trains depart: Local 7:00 a. m.; stub, 10:45 a. m.; No. 2, 8:50 p. m.; No. 42, 10:20 p. m. West bound trains depart: No. 41, 6:25 a. m.; stub, 7:35 a. m.; No. 1, 9:05 p. m.; Missoula stub, 6:30 p. m. Local from east arrives 9:15 a. m. and 8:05 p. m. Stub from west arrives 1:00 p. m. and 8:05 p. m. All other trains arrive 10 minutes prior to departure.

Great Northern. Leaves 8:00 a. m. and 2:45 p. m. Arrives 3:40 p. m. and 9:30 p. m. Chicago, Milwaukee and St. Paul. East bound leaves 10:45 a. m. and 10:25 p. m. West bound leaves 11:51 a. m. and 10:10 p. m. All trains arrive 10 minutes prior to departure.

Butte, Anaconda and Pacific. Leaves 9:30 a. m., 1:00 p. m., 6:00 p. m. and 10:15 p. m. Arrives 8:40 a. m., 12:20 p. m., 4:30 p. m. and 7:45 p. m.

REMOVE THE BRIBE-TAKER

Cut this out, fill in with name and address and mail to Attorney General Palmer.

TO ATTORNEY GENERAL PALMER, DEPARTMENT OF JUSTICE, WASHINGTON, D. C.

Dear Sir: Montana is now and has been since the beginning of the world war in the grasp of a group of profiteering wholesale and retail dealers in foodstuffs and other necessities, including coal. Prices have been arbitrarily advanced by the dealers to the stage where the incomes of the working people are inadequate to permit of the purchase of sufficient necessities to keep body and soul together, and promises of further increases are made. Our state officials, who have given evidence that they are in league with the food and coal pirates, have failed to give us relief, and we now look to your office to come to our assistance.

As your United States district attorney for Montana you have E. C. Day, a self-confessed bribe-taker and a notorious friend of the interests which are now guilty of profiteering. Mr. Day has not only signally failed to take action against the profiteers, but seems to be extending them every protection in his power.

As the result of the continued increases in price and the inactivity of our state officials as well as Mr. Day, we demand that you, in the interests of the people of the state of Montana, and to the end that the present reign of the plunderbund in this state be ended, immediately discharge E. C. Day from the office of United States attorney for the district of Montana, and replace him with some one of integrity who will follow your orders and the wishes of the people and prosecute the food hoarders and the profiteers.

(Signed) Name..... Street No..... City....., Montana.

Today We Celebrate

Agrippina, Wife of Germanicus Caesar. On Oct. 18, B. C. 33, Agrippina, the noble wife of Germanicus Caesar, died in exile, of starvation, banished from the capital, from Rome, after the mysterious death of her husband. But what was "death" or "starvation" to such a Roman spirit? She had been the loving, virtuous, sustaining wife of Germanicus; she had seen his "triumph." Death to this soul was only the gateway to meet her lord, her love, in the "Shades," in "Hades," and to minister to him there. Roman Agrippina, Lady Agrippina, come back to 1919, and teach us lessons!

The greatest painting of the great Piety of Munich, entitled "The Triumph of Germanicus," hangs (the original) on the walls of the Metropolitan Museum, New York city. Now, the chief ambition in the life of every Roman general was the "Triumph," or to pass through the streets of Rome in the royal chariot, and with the procession ahead of the car of the spoils of war, of the captives—often royal personages—the trophies, and the strange animals from distant parts of the empire. The "Triumph" was ordained by the Roman senate after important victories. Magnificence and a public ovation marked this day of days for a Caesar. In the "Triumph" Titus who stormed and took Jerusalem (A. D. 70) the enormous sacred golden candlestick from the most holy place of the temple in Jerusalem—which Titus destroyed—was carried in the procession. The tourist today may see this candlestick engraven on the Triumphal Arch of Titus in ruined Rome.

Germanicus (A. D. 14) was the nephew of the Emperor Tiberius—Tiberius the crafty, able, licentious, and monstrous-minded man, jealous and on the scent as a lynx. He had sent his splendid, bluff Roman soldier, Germanicus, to pacify the revolting Roman legions in Germany of the north. Before Germanicus reached the North, a grave Roman defeat had occurred at Teutoburg, but under the leadership of the valiant Germanicus the legions avenged the defeat of Teutoburg. The roar of the "io triumph!" reached the city on the Tiber. The Roman senate decreed a "Triumph" for Germanicus. It is this exalted moment that the artist Piety seized. The car of the young conqueror, Germanicus, is ploughing its way through the frantic streets of Rome. The laurel wreaths rain through the air. High-mounted on his triumphal car comes Germanicus, passing by the pavilion-throne erected in the streets of the Emperor Tiberius, whose awful eye of scheming jealousy is already a dagger through the heart of Germanicus. In front of the car moves the pitiful procession of captives, Queen Thensida of the North, every inch a queen, with curled lip of disdain—and chained—her arms around her young son. In the crowds the dear wife of the lordly Germanicus watches with streaming face the glory of her husband.

Tiberius, the emperor, in a consuming fit of silent jealousy, sent Germanicus to Armenia, a party between Rome and the Persian Armenia—today one of the great litigious and contentious spots on the earth's surface—Germanicus reconquered for Rome. Now, thou Germanicus, there is but one step for thee to the throne of the Caesars!

And Germanicus was poisoned, in Antioch, in Syria, by the secret orders of his uncle, of Tiberius Caesar (A. D. 19).

That dear woman, his wife, the lady Agrippina, journeyed to Syria in those turbulent days, what a journey! You cannot picture it—the dangers, dangers from assault by brutal and hostile tribes; dangers of going entirely out of the way. But she succeeded. "What is possible may be done; what is impossible must be done!" She reached Antioch, and went in before the Roman governor and demanded the ashes of Germanicus. They were delivered to her in the funeral urn. Men are plastic to a great purpose. The great purpose, as a boat cleaves the waves cuts its way through angry waters that yield on every side.

Agrippina brought those sacred ashes back to Rome. For that deed—still fearful, was he, of a dead man in dust—Tiberius banished Agrippina to the island of Pandataria in the Tyrrhenian sea, only a few nautical miles from blooming Capri, where the lustful monarch held his secret orgies of unmentionable crimes. Agrippina died on that lonely island, of starvation.

"What's starvation?" to such a spirit of immortal courage, when conscience and love unto death said, "Well done!"

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