

Today We Celebrate.

Battle of Philippi. A routing anniversary of a ringing event...

Nemesis. Let the reader grasp the few following historic facts. Philippi in Macedonia...

On the plain west of the ancient city of Philippi in Macedonia, the decisive battle of Philippi took place...

"This was the noblest Roman of them all. His life was gentle, and the elements so mixed in him that Nature might stand up and say to all the world, 'This was a man!'"

And his one great error places him in the catalogue of manly. His life was gentle, and the elements so mixed in him that Nature might stand up and say to all the world, 'This was a man!'"

PANTHEON MAY HOUSE UNIDENTIFIED BODY

Paris, Oct. 27.—The bones of an obscure, unidentified private of the French army, killed in the world war, will very likely soon repose in the Pantheon...

CALLS OFF OWN FUNERAL. (Special United Press Wire.) Minneapolis, Oct. 27.—B. W. Gilmore this morning telephoned his niece...

SAY YOU SAW IT IN BULLETIN

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...

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...

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...

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...

Is This the Only Protection for the Public?

No, the rate-making power remains with the interstate commerce commission, and if wages were raised so high that rates had to be increased, the commission could refuse to change them...

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...

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...

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 if it can; 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...

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...

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 (lodge membership, \$10 a year; individual membership, \$1, payable to Treasurer, Plumb Plan League, 447-453 Munsey 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.

TRADE COMMISSION

(Continued From Page One.)

mitted to work only on an average of three days during the summer months. Instead of full time as had been customary in former years. The letter to the commission, in full, is:

Montana Trade Commission, Helena, Mont., Oct. 25, 1919.

Gentlemen: We duly received your reply relative to the subject, the price of coal. It is to be regretted that your order of Sept. 17, ordering the coal prices to return to the December, 1918, basis, was not followed. Your order demanded that an answer be made by telegraph. Evidently your office is still awaiting an answer...

You state that your commission has repeatedly warned the consumer to buy coal. This statement is correct, for we have all read your warning, and the consumers of the state intended heeding your warning, but when you also notified us through the press of the state that the price must decline, we naturally awaited the effect of your order. Now we are going into a long cold winter without fuel, and what little we can procure for immediate needs has been bought at prices wholly without reason...

Dealers now make profits unheard of in the past. The coal administration put rules into effect that were supposed to reduce prices, but these savings were immediately appropriated by the coal mine owner and the local dealer. Up to the time of the coal administration, the dealer sold for credit, thereby making losses. The employed collectors and bookkeepers, which were eliminated by the order to sell for cash...

The mining companies used to produce great quantities of coal in the summer months and store for winter shipment. Also, local dealers stored coal in bunkers owned by them on the railroad tracks, but since arrangements have been made that prices can be advanced at will and the consumer hinged their interest into storing, this expense was saved and pocketed instead of reducing the price.

Coal miners throughout the state have worked three days a week for several months, so the coal mine owners cannot blame labor for lack of production. The miners were willing to work six days and put sufficient stock on hand to supply all demands this winter. We believe the delay of your commission to compel a return of prices to the 1918 basis will cause great distress, for, as stated before, we delayed buying waiting for your order to go into effect.

Yours very truly, BUTTE CONSUMERS' LEAGUE.

FAMOUS WOMEN

Miss Linley.

To be the subject of one of the most renowned duels of the Eighteenth Century, your defender being the rising genius of the age; to have your beauty and loveliness of character win one of the prizes of the day—Richard Binsley Sheridan, such was the destiny of Elizabeth Linley of Bath, England. She was only 16 when she first met Sheridan, and was an accomplished singer, and without a trace of the tantrums and the idiosyncrasies of prima donnas. Her father was the eminent Mr. Linley, well known as a musician. Her suitors were innumerable, among these, one, Matthews, of distinguished position towards the lovely girl, Miss Linley, appealed to Sheridan, already madly in love with her, for advice and help. There followed the elopement to France, they were secretly married. Matthews vowed vengeance, and began to vilify Sheridan's character. The latter returned to Bath; challenged Matthews, fought a duel with him, and was nearly killed. Mr. Linley becoming reconciled to the widow and young lovers, Sheridan and his young wife went to London, where the man of genius brought out successively, his wonderful comedies. During all his intoxicating triumphs; during his days of the slant downward into poverty and disgrace, his wife was his solace and his stay. The gods be praised that she did not live to witness his forsakenness. She died of consumption in 1792, with never a breath having blown, adversely, across her name that stood for all that is most beautiful in person and in life.

RAILROAD TIME TABLE

TRAIN SCHEDULES. Trains arrive and depart from Butte as follows: Oregon Short Line. Arrive, 5:05 a. m. and 5:25 p. m. Leave, 7:15 a. m. and 6:00 p. m. 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 8:45 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., 5:00 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.

SENSATION SPRUNG IN KRIEGER CONSPIRACY TRIAL

(Special to the Bulletin.) Tulsa, Okla., Oct. 27.—The courtroom crowd in attendance at the trial of Krieger, charged with conspiracy, was stirred on Saturday afternoon by the unexpected introduction by the defense of letters from Hubert Vowels to John Hall, both alleged hirelings of Krieger in the alleged plot to accomplish dynamite.

In the letters Vowels complained to Hall that he was being framed on by the "Pew outfit," a standard of group, whom, he wrote, had the goods on him in other crimes. According to the letters, he apparently accepts complicity in the Pew blow-up on the promise of immunity from prosecution for the other crimes he had committed. The letter shows confusion as to the details of the plotted explosion and gives the wrong location of the house.

TWIN FALLS, IDA.

(Continued From Page One.)

side newspapers, particularly in Colorado, advertising for machinists. The advertisements are misleading and assert that the working conditions here are good. Nothing is contained in the ads to convey the information that it is scabs and strikebreakers who are wanted. To date they have secured seven men through the advertisements, five of whom refused to work when they found that the jobs offered were scab jobs. Three ex-soldiers volunteered and went on the picket lines in an effort to prevent scabs from going to work for the company who had shipped them here under misrepresentations.

Lind, the leader of the employees' group speaks the American language imperfectly, but apparently still plainly enough to make the other employers of machinists in the city follow his orders. He has armed his scabs with Colts and other makes of guns, and transports them to and from work in a closed car. The scabs are housed at the homes of Lind's friends and relatives. Lind has a foreman who is said to have formerly belonged to the Machinists' union and who is now said to be an invertebrate scab.

The shops participating in the lockout are: The Twin Falls Auto company, Magel Brothers, Browning Motor company (owned by the inventor of the Browning patent for guns), Idaho Supply company, Dougherty garage, Gooding Motor company, Lawrence Machine shop (Lawrence was formerly a union man), Merrill Auto company, Studebaker company, Johnston Auto company (Johnston carried an Iron Workers' card for eight years), and the Lind Auto company.

When the local union was organized the managers of all of the above-mentioned garages but Lind, stated to the international organizer for the machinists that they had no opposition to the union and agreed to meet with a union committee. Before the meeting was arranged, however, the Lind outfit had persuaded the garage owners to organize opposition to the recognition of the union and the managers refused to meet with the union committee.

The shops that have signed the wage agreement and are not affected by the strike are the Central Auto company, managed by L. H. Tucker; The Auto Repair Shop, under management of E. V. Haven; Werner Repair Shop, The Victory Garage, managed by W. P. French; The Twin Falls Welding Works, M. M. Yeager, manager; The Twin Falls Machine Shop, E. J. Stephan, manager; The Star Auto company, P. H. Whitaker, manager; Tarr's Garage.

Two Stores Chicago Shoe Store 7 SO. MAIN. In these times when shoe prices are so dreadfully high why experiment on unknown makes. WE CARRY HOWARD & FOSTER SHOES ONLY. They wear better and cost less. Try a pair. FOR WORK SHOES WE HAVE THE CHIPPEWA SHOE THAT BEATS THEM ALL. Storm Rubbers 95c Change Shoes \$2.95 Branch Store 43 E. PARK. (Green Front.)

SAY YOU SAW IT IN THE BULLETIN. Magel Brothers, Browning Motor company (owned by the inventor of the Browning patent for guns), Idaho Supply company, Dougherty garage, Gooding Motor company, Lawrence Machine shop (Lawrence was formerly a union man), Merrill Auto company, Studebaker company, Johnston Auto company (Johnston carried an Iron Workers' card for eight years), and the Lind Auto company. When the local union was organized the managers of all of the above-mentioned garages but Lind, stated to the international organizer for the machinists that they had no opposition to the union and agreed to meet with a union committee. Before the meeting was arranged, however, the Lind outfit had persuaded the garage owners to organize opposition to the recognition of the union and the managers refused to meet with the union committee.

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.

\$5,000 NEEDED, AND NEEDED BADLY to carry on the defense of the Bulletin staff in the courts. Two members of the staff have been fined a total of \$9,500, on charges of sedition, charges which were the direct result of the effort of the corrupt political machine in Montana to put a free press out of business. The cases have been appealed to the State Supreme Court. It requires money to fight these cases through the various courts; it takes money for traveling expenses, etc., for transcripts of evidence and stenographers' hire. None of the money goes to pay lawyers' fees, the lawyers engaged in the cases not only having donated their services, but actually paying their own expenses. The fines imposed and the expenses of fighting the cases through the courts, are the result of the Bulletin Staff keeping the Bulletin alive, despite the order issued by the copper interests—and if you believe the Bulletin has been of service to the cause of labor and the honest element generally, you should help defray the expenses incident to the fight for a FREE PRESS by contributing according to your means. The need for funds is imperative and you should not delay sending in your contributions. Names of donors to the Free Press Defense Fund will not be published unless by special request, for obvious reasons, but receipts will be given or forwarded by mail. FREE PRESS DEFENSE FUND 101 S. IDAHO BUTTE, MONT.