

SHOPMEN MAKING GREAT RESISTANCE

General Strike Threatened on Every Road to Support Strikers.

The strike of the federated shopmen is nearing the New Year with the ranks of the strikers as firm as when the strike began.

Fearing that the strike may possibly be prolonged to the ninety days, J. W. Kline, president Blacksmiths; J. Buckalew, vice-president Machinists; J. A. Franklin, president Boiler-makers; M. F. Ryan, president Car-men; Michael O. Sullivan, president Sheet Metal Workers and J. E. Kinsella, president Steamfitters, met in Chicago on the 16th to discuss the advisability of calling a general strike on all the western roads that receive freight handled by strikebreakers.

The plan calls for a general strike of all shopmen, telegraphers, clerks, freight handlers and switchmen, on all western roads, and extension of the walkout to such eastern railroads as handle freight which may be moved by strikebreakers on the western carriers.

Whether such a paralyzing blow to the railroads can be dealt with, of course, with the telegraphers, road-course, with the telegraphers, roadmen, clerks, freight handlers and switchmen themselves.

The plan of action is first to secure co-operation of all union men on all lines running south of St. Louis in a strike, and then to have the union employes on all connecting western lines, one by one to join the strike, until the chain of roads affected shall cover the entire western half of the nation.

Among the western railroads that will be affected are: Missouri, Oklahoma & Gulf; Missouri, Kansas & Texas; Cotton Belt; Texas Pacific; Wabash; Santa Fe; Iowa Central; C. B. & Q.; International and Great Northern; Frisco; Denver and Rio Grande; C. R. I. & P.; Northern Pacific; Great Northern; Kansas City, Mexico and Orient; C. M. & St. P.

The union membership on the roads which the five crafts hope to enlist in the general western strike, totals:—Blacksmiths, 12,000 sheet metal workers, 3,000; carmen, 100,000; machinists 45,000; boiler makers, 15,000; switchmen, 12,000; freight-handlers, 100,000; clerks, 100,000; roadmen, 75,000; unskilled and semi-skilled workmen, 250,000.

The following resolutions have been drafted by the local advisory board of the Federated Shopmen at Los Angeles.

"We are in one of the greatest struggles which has ever involved any railroad in the United States. To be defeated at this time means the demoralization of all organized labor working on the railroads, and the settlement on the Illinois Central lines without a settlement at the same time on the Harriman lines west of the Mississippi River would be a detriment to each federation, knowing that if one Federation settles they would use the scabs from that system to break the strike on the other lines.

"We believe that in unity there is strength, and with a mutual understanding that there will be no settlement on the Harriman lines except both Federations settle at one time, there will be no chance of defeat. Therefore be it,

Resolved, That our International Presidents do not entertain any proposition of a settlement of either federation unless both are made at the

same time. "Resolved, That we recommend that the General Advisory Board of the Harriman Lines west of the Mississippi River work in conjunction with each other along these lines.

"We ask your hearty co-operation in helping us to block any movement which the company might make in bringing about a settlement with one Federation without settling with the other at the same time."

The following resolutions were adopted by System Local at San Antonio, Texas:

"Resolved, that we the Federated Shop Employees of the Harriman Lines, who are now and have been on strike for 11 weeks and who are now assembled in session for the good and welfare of all concerned. Do hereby petition and demand of our Grand Lodge Officers that they take immediate steps to call out all shop employes on all railroads in case a satisfactory settlement can not be made; And further

Resolved, that whereas combined and organized capital of all railroads is being used to defeat organized labor on the Harriman Lines, that we urge and demand our Grand Lodge Officers to take this concerted action, and be it further,

Resolved, that a copy of these resolutions be sent to the various heads of our organization, also to the officers of the Federated Shop Employees."

The following resolutions have been drawn up by the Los Angeles Advisory Board, and are submitted to all Local Advisory Boards for endorsement:

"It has been resolved by this local advisory board, that owing to the prolonged struggle and the probable continuation of the same, for some time to come, that action must be taken to end his struggle as soon as possible. With this end in view we must bring pressure to bear on the General Managers Association, (which in other words is the federation of the defeat us in this great struggle between capital and labor.

"Knowing that other roads are doing work pertaining to rolling stock and power of the Harriman Systems and in every way possible using all means, it is time that we should put in force some project to offset the stratagem used by the General Managers Association.

"Our object is to have all federations affiliate. By doing so it would give us a power so great which would be brought to bear on the General Managers Association and force them to recognize us and come to a settlement with the federations on the Harriman Lines and the Illinois Central.

"We believe that by Federations being affiliated and working in conjunction with each other that this would protect the interest of all railroad shop employes and in the future prevent strikes.

"Knowing that this is a struggle absolutely between labor and capital and if we are defeated in our strike on the Harriman Lines it means a continuation of slavery for the railroad employes, it also means that capital, after defeating us as a federation, will in time defeat other single federations and force conditions on the employes which we have been fighting against for years.

"Believing that this step should be taken as soon as possible, and that action should be taken to bring about a settlement at an early date.

"We beg that you will take action along these lines above mentioned and work in conjunction with us to accomplish this end.

"Hoping that in reading this com-

munication over carefully, you will thoroughly understand the great importance of this movement for the benefit of the railway employes on all lines in the United States."

REFUSE SCABS ADMITTANCE.

At Pocatello the scabs were taken from the bull pen by the railroad officials and escorted up town to take in the moving picture shows. When the scabs arrived at the show house, the manager of the theatre refused to sell them tickets claiming that he was running a respectable house and would not allow such a class of people into his house under any consideration.

The locomotives at Denver are in such a deplorable condition that it is unsafe to use one engine alone for switching, therefore the switch engines must work double header, three cars are the limit that one switch engine can handle in the Denver yards.

The Los Angeles limited jumped the track four miles from Evanston, Wyo., and all but mail car and engine were ditched. The cause of the wreck was worn flanges on the wheels, the wheels under the coaches were in such bad condition that it was impossible for the train to remain on the track, still the company will not settle the strike, but prefers paying damages to injured passengers.

Boiler explosions within the strike zone are getting to be a daily occurrence. At Houston, Texas a locomotive exploded and tore up 50 feet of track.

At Ennis, Texas a locomotive blew up in the round house and scalded thirteen negro laborers, three of whom are not expected to live.

Another engine recently blew up near La Grande, Ore.

RAILROAD QUITS FIGHT.

After a fight lasting for eight years against the machinists the Santa Fe

Railroad Company have let down the bars against union machinists. The machinists carried on a strike for five years against the Santa Fe railroad and were defeated, and since the end of the strike three years ago the Santa Fe have carried on a boycott against union men until recently, when the railroad officials quit the fight.

The union was making headway and union men were working in spite of the discrimination carried on against them by the railroad officials.

The following is taken from the daily strike bulletin of December 22: Los Angeles, Cal.—Engines 1137 and 1083 were condemned by government inspectors, another added to the list of which we have not the number.

Engine 2763 broke frames on both sides, was sent to the shop for repairs, received a coat of paint and is again in service was sent out on train No. 241 and died. Southern Pacific scabs have spoiled 200 bolsters here. McPherson a scab car inspector uncoupled an air hose without shutting off the air, is now nursing abroken jaw. Motor car No. 35 was sent out again and got stalled in the yard, sent 20 scabies out with pinch bars and it took two ours to get her started, got as far as River Station, and stalled again, unloaded passengers and was towed back to the shops. Engine 1113 bursted two fuses, engine 3051 the S. P. crack-a-jack died at Stichel station on train No. 4, engine 2730 died last night.

Salt Lake, Utah—All the scabs at the shops are on a big drunk to-day and the foremen are about ready for the insane asylum. No. 8, on the Salt Lake was wrecked at Otis at 5.30 last eve, engine and five coaches were turned over and several badly injured report to us is, that it was caused by a defective wheel, engine was taken

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To Our Readers and Many Friends We Wish A New Year of Happiness and Prosperity

Workmen's Compensation

Washington, Dec. 28.—"The Relation of State to Federal Workmen's Compensation" was discussed last night at the opening session of The American Association for Labor Legislation, now holding its Fifth Annual Meeting in Washington, D. C.

Delegates from official commissions, departments of state, workmen's organizations, and experts from manufacturing establishments were present to take part in the three days program. Prof. Henry R. Seager, of Columbia University, Department of Political Economy, presided.

"Not more than fifteen per cent of the men injured in work accidents under the so-called common law," said Mr. Wallace, "were able to obtain compensation under the so-called common law," said John H. Wallace of the Industrial Insurance Commission of the State of Washington, in an address on State Insurance from the Workmen's viewpoint.

"Mr. Wallace said that the amount paid by employers to protect themselves from verdicts was not less than a million dollars in each great industrial state. So the majority of workmen were left to bear their burden alone or as charges upon society.

In leading what the State of Washington had done in inaugurating a system of compulsory state insurance against industrial accidents, Mr. Wallace said that the question of proper legislation had been considered by a commission of five employers and five employees. Among the decisions made was that the limit to be paid upon death was five thousand dollars to a beneficiary aged thirty years, which would be a reserve that would guarantee a pension throughout life

or dependency and insure self-respect and good citizenship of all survivors.

"The committee," said Mr. Wallace, "also agreed that lump sum payments should rarely be given. However, the Commission, at its discretion, has ample power to pay off the mortgage on a widow's home or advance money to permanently cure a helpless child. In other words, commute a portion or all of the reserve fund set aside for the survivor's use into a lump sum payment.

"The scale of payments for partial disability was graduated down from \$1,500 maximum, the compensation for the loss of the major arm."

Mr. Wallace pointed out that under the Washington law the first care has been that the child of the present shall have an opportunity to be a good citizen of the future.

The law provides for a monthly payment of from \$20, to \$52 to a workman temporarily, totally disabled, provided such payment does not exceed 60 per cent of his wages.

I. M. Rubincov, formerly expert U. S. Bureau of Labor, said that the nation is in the uncomfortable position of being a very much worse employer than many of the large corporations which have, of their own free will, established a very much better system of compensation than the United States Government.

"The government cannot in good faith come before the country with the demand for a more liberal treatment of the railway employes than it cares to give to its own servants," said Mr. Rubincov. "There must be immediate legislation if the United

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OLD PARTY IS HALTED

Socialist Congressman Proves That Democrats Are Unfair

(By National Socialist Press.) Washington, D. C.—Representative Sulzer, (Dem. N. Y.) resorted to a clumsy dodge when he was cornered by a few pertinent questions relating to the Russian-merican treaty question which was submitted to him on the floor of the House by Victor L. Berger the Socialist Representative.

Berger asked Sulzer whether, in his opinion, Russia would not be hurt more by the abrogation of the extradition treaty of 1887 rather than that of the commercial treaty of 1832. Sulzer had no answer. So he cut off the Socialist Congressman's right to the floor by yielding to Representative Berger for the purpose of rescuing his colleague from his perilous position.

Later in the day Berger was given three minutes to discuss the treaty question. He said:

"Mr. Speaker, I shall vote for this resolution, although I am quite certain that the object desired will not be obtained. The treaty of 1832 is a commercial treaty, and Russia buys about four times as much from us as we buy from Russia.

"The treaty that should be abrogated is the treaty of 1887, which provides for the extradition of persons charged with crime, and used by Russia to get possession of her political refugees. In Russia everybody who works for political liberty of any degree is considered a criminal. In Russia everybody who tries to get a Government such as we have, a republic, or even only a constitutional monarchy, is considered a criminal.

"If he escapes to this country, then he is charged with all sorts of crimes by the Russian Government in order to have him extradited. The Russian Government is even employing spies to ferret out such refugees and exercising undue influence upon our officials.

"That is the treaty we ought to abrogate in order to reach the weak spot in the armor of our 'great friend', the Russian Czar.

"Moreover the abrogation of the treaty of 1832 is not going to help the poor Jews of Russia nor the former Russian Jews in this Country who want to go to visit their relatives. It is not going to help the gentleman from New York (Mr. Sulzer) in his political ambitions, because he will be in the position of a lawyer whose law suit has been settled."

Berger has introduced a bill to abrogate the extradition treaty. It has been referred to the Committee on Foreign Affairs, of which Sulzer is chairman. Readers of the Socialist and labor press should write Representative Sulzer stating their position on the abrogation of the extradition treaty with Russia.

The abrogation of the treaty of 1832 with Russia was marked in Congress by the cheapest kind of politics. Debates over treaties have always been the most learned and dignified in the history of Congress. But times have changed. The recent treaty debate was not only undignified but actually disgusting.

Scores of members of the House took the floor to utter simply one sentence so that they would qualify for the privilege of extending remarks in the Record. Others got up to indulge in extravagant laudations of the Jews, and particularly "of those in my district."

But the worst spectacle was the taking of a photograph of Congressman Goldfogle, of New York, in the Speaker's chair, with gavel in hand, and surrounded by clerks and official underlings. This picture was taken before Congress convened to take final action on the treaty question. It will, no doubt be used as a campaign document to get Jewish votes for

the Tammany Congressman. DEMOCRATS KNIFE LABOR. When the Senate—mind you, the reactionary Senate—put in an amendment to the urgent deficiency bill allowing \$35,421 for traveling expenses for the underpaid and overworked railway mail clerks it was the democratic House that insisted that this amendment be stricken out. And so it was.

Again when the same Senate amended the deficiency bill to appropriate \$50,000 to the Bureau of Mines which needs money badly in its humane rescue work, it also remained for the Democratic House to insist that this amendment be stricken out. And so was.

It seems that the democrats are willing to pass labor legislation when there is not the slightest chance that such legislation would pass the Senate. But they act otherwise when it requires only their approval for such labor measures to become laws.

It should be noted that the democrats did not object to the clause in the deficiency bill which provides an allowance of 20 cents per mile to each member of Congress from his home to the Capital and back. Berger, the Socialist Congressman, voted for an amendment which provided that members should get only their actual cost of travel. But of course the republicans and democrats defeated this amendment.

Miners may be killed and railway mail clerks may be starved as long as democrats and republicans in Congress can provide liberally for themselves.

Miners may be killed and railway mail clerks, and other workmen may read this story—and may think.

INDUSTRIAL SLAUGHTER CON

Industrial Slaughter Continues. There were 10,936 persons killed on the railroads during the year 1911, according to the Interstate Commerce Commission. Of this number 256 were passengers, and the rest mainly employes and "trespassers." Out of 150,159 persons injured, 14,433 were passengers and 45,848 employes "on duty in train service."

The Commission charges that many accidents of workers are due to the "inefficient systems of car inspection." It also says that many of the derailments have been due to defective and broken rails on car wheels.

That the courts are construing the hours of service law making it "practically a dead letter" is also charged by the Commission.

The Block Signal and Train Control Board complains:

"The time has come when something more than mere investigation is necessary, and believes that there should exist some central authority with power adequate to deal with the question of safety upon the railroads in all its phases. It refers to the piecemeal character of existing safety legislation, and while commending the result obtained in the operation of existing laws, it does not believe that such results are at all commensurate with their cost both to the public and to the railroads."

Washington, Dec 24—During the discussion of the eight hour bill in the House, Socialist Representative Berger showed that the democrats are playing politics.

"Day before yesterday," he said, "they tried to rake in the soldiers' vote; yesterday they tried to get the Hebrew vote, and today they are trying to get the labor vote."

Berger called attention to the fact that over a half dozen eight hour bills have been passed in Congress, and they are reenacted because the courts knock them out anyway. "I

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