

MONTANA NEWS

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INDUSTRIAL UNIONISM ON OUR RAILWAYS

The chief aim of the master class is to keep the workers divided in various crafts and to have the contracts of each expire at different periods, in order that they may fight only one at a time.

The reason for this is very simple and we might understand, that when the boss desires to have the workers divided that way, that it is to their advantage and not ours.

Did you ever hear of an admiral of a fleet sending out only one ship at a time to fight the enemy? That would be ridiculous, yet the officials of the railways attempt to keep the men in that condition. Our chances, like those of the admiral, would be assessed as regards victory.

Did you ever see a farmer boy go after honey when the bees were around the hive? He usually managed to get the bees out of the way by some ingenious method or waited until they went elsewhere of their own accord.

Now, when a committee of employes visit the employers for better working conditions the boss sees to it that the bees are safely caged up, and this is done by seeing to it that their contracts will not expire simultaneously. It would hurt him, like the farmer boy, to have all the bees get busy at once.

The railway employes, almost to a man, believe in this principle but do not practice it. Some employes, thinking themselves better judges, believe in the "sacred" (?) doctrine of "one at a time". We will refer those to the General Managers themselves or to the Merchants and Manufacturers, either of these has an organization on the lines of strength, yet the more (?) intelligent men do not believe in practicing what the general managers believe.

If craft separation was a good thing for the workers the general managers would not grant it. In other words, the boss practices one thing and tells the workers not to do likewise.

Years ago when there was a strike in a foundry everybody went out and the strike was usually won. Now when the same firm has trouble only a few of the employes or one or two crafts go out and they usually lose and if they do win it takes them a long time to do it.

The best definition that I ever heard of organization was given by Mr. C. O. Young, organizer for the A. F. of L., as follows:

"Be organized before trouble, during a difficulty and after victory."
The time to organize is now. Don't wait for some one else to do it for you, but do it yourself.

Some people say that this was tried before as in the A. R. U. strike and it proved a failure as results proved. However, do you think that when it required the U. S. army to put down the strike that it was a strong movement?

And even at that there was not even good organization to start with and the railway managers knew it. Did every railroad worker in the country go out? Isn't it a fact that some of them were not organized until after the strike was called? Do you say that perfect organization?

You Can Gauge Your Strength by the Fear of the Boss.

The boss will never be alarmed unless there is something to be alarmed about and he will never be pleased until you please him.

The System Federation that is being launched ad over the country is alarming the boss. The officials on the Harriman lines are doing all in their power to defeat the workers and unless they defeat them now they will never do it and despite this fact the men are winning.

The merchants in the south are denouncing the officials of the I. C. Ry. for not admitting defeat and when that class realizes the state of affairs that ought to be good authority.

THE STRENGTH OF LABOR.

Let us liken the labor movement to a huge compound locomotive, with its high pressure side and its low pres-

sure features each of which is extremely powerful.

The two forces of labor consisting of Industrial action and Political power.

Every working man is either a full fledged Socialist or has tendencies in that direction of which he is not aware, for example: Whenever he demands an increase in wages he is stepping towards the co-operative commonwealth and every increase gives him more of the product of his toil.

The worker must obtain all he can by going after it directly and when he has done that let him, like the compound engine, exhaust his power into another force (the ballot) and place his own representatives into the legislative halls. The only class that will help the worker is the worker himself.

Join the party of your class, vote the Socialist ticket.

SAFETY LAW VIOLATED.

Government Inspector Will Make A Thorough Investigation.

Violation of the federal boiler inspection and safety device laws by the Illinois Central must be stopped. So says the interstate commerce commission, which has intervened to prevent the company from recklessly endangering the lives of its employes as well as the traveling public any longer.

The information that at last the commission, aroused, would begin an investigation of the methods practiced in the shops of the Illinois Central since the beginning of the strike, was received with unbounded enthusiasm by the strikers at Burnside, for it is considered one of the greatest victories yet won by the shopmen.

A federal inspector will reach Chicago within the next few days to make a thorough-going inspection of the Burnside yards, according to a letter sent by the interstate commerce commission to Robert S. Knox, president of the local system federation.

Shippers Complain.

Spurred on by the many complaints made by shippers and strikers from many cities along the Illinois Central, the commission will send out a corps of inspectors to investigate conditions in each shop along the line to determine to what extent the company has been defying the federal laws designed to protect the lives and health of passengers as well as employes on railroads.

The law requires that boilers, air brakes, and rolling stock be inspected constantly by experts men so that the danger may be reduced to a minimum.

Even in times of prosperity it is difficult for the company to get competent inspectors, but since the strike was called and the inspectors struck, it has been altogether impossible to make even a sham inspection of most engines.

Air Equipment Is Defective.

Engineers have reported again and again that the air equipment of their trains was either defective or totally useless.

Despite their protests, the company has ordered the trains to be kept in use, thereby making a big wreck sooner or later almost inevitable.

It is regarded as almost miraculous that some great disaster has not yet occurred on the Illinois Central, though the fact may be due to the small number of freight trains now in use.

Again and again engineers have been unable to use the air brakes at all and have had to depend on the reverse lever to stop their trains.

The commissioners in their letter state they have received numerous complaints recently about violations of the federal safety laws and that, after a thorough inspection is made, the company will be prosecuted to the full extent of the law for any violations reported.

Investigation Conducted—Appliances Not Standard.

H. W. Belknap, chief inspector of safety appliances of the interstate commerce commission, is conducting the government inspection of the Illinois Central shops.

He will try to find out to what extent the Illinois Central has been violating the federal laws requiring safety devices for the protection of employes and passengers.

He will ferret out the underhand methods the company has been using to break up the system federation.

He and a corps of inspectors will investigate the condition of the Illinois Central rolling stock and will show that the public is menaced by dangerous engines and useless air brakes likely at any time to cause a disastrous wreck or horrible smash-up.

His letter to the business agent of the Burnside strikers follows:

"I am in receipt of a letter under

date of Oct. 16, signed by Messrs. Murray, Osten and Malloy, relative to existing conditions of the Illinois Central railroad with respect to air-brake equipment.

"In reply" beg to advise that similar complaints have been received from other points on the line of this railroad and they are now being investigated. Your complaint also will be given prompt attention.

"H. W. BELKNAP,

Transportation Demoralized.—Road Unable to Satisfy Public.

"Chief Inspector of Safety Appliance." Encouraging reports were received last week at the headquarters of the Illinois Central strikers, reports which lead the officials to believe that the Illinois Central is even now at its last ditch and about ready to give up the ship.

At Memphis, Tenn., forty-seven steamboats and smaller river craft, which had been lying idle along the wharves for a long time, have been recommissioned since the strike began, and are now doing the most rushing business since the opening of the railroads gradually killed the once enormous traffic on the Mississippi.

Rivermen grown gray in the service say they never before saw such an enormous amount of commerce being carried on the river. Since the freight department of the Illinois Central is almost entirely tied up, shippers along the river are depending almost entirely on the Mississippi to get their product to the greater markets.

The most complete tie-up anywhere on the system is on the Cedar Rapids branch, over which no freight train has been moved in the last two weeks. Very few passenger trains are being run on the line. All that are run are late.

There was a serious wreck on the main line near Cedar Rapids. Two cars were derailed, but the engine was making such poor time that the damage was slight.

Kline Predicts Strike.

President J. W. Kline of the International Brotherhood of Blacksmiths & Helpers predicted that the result of the referendum vote just taken by the Rock Island system federation will be a decisive rejection of the company's proposed wage schedule.

If the agreement has been rejected and the company refuses to modify its demands, as in all probability it will, the only course open to the federation officials is to order a referendum vote on the question of calling a strike.

Buckalew Returns.

J. D. Buckalew, vice president of the International Association of Machinists, will return from his trip through the south in time to make a report at the mass meeting of the Illinois Central strikers this week.

In a communication to H. J. Malloy, from Memphis, Tenn., he says he has been meeting with extraordinary enthusiasm among the strikers in southern states and that the prospects of a victory are splendid. He lengthened his itinerary to include Indianapolis and Centralia.

Hurts Big Business.

The Chicago mail order houses are protesting against the continuance of the strike on the Illinois Central, as it is cutting big holes in their business at points along that system.

War of Shopmen to Spread, Is Belief of President Kline.

"I wouldn't be surprised to hear of the shopmen going out on strike on the Texas Pacific and other Pacifics in a short time," said J. W. Kline, president of the International Brotherhood of Blacksmiths and Helpers.

"It begins to look now as if the strike would spread to many other roads on which there seemed to be no cause for trouble when the shopmen began their fight against the Illinois Central and Southern and Union Pacifics.

Strike Inevitable.

"The shopmen of the Texas Pacific issued an ultimatum to the president of the road demanding a recognition of their system federation some time ago, and when they were refused I understand they went before the directors and were by them, also, refused.

"Hence a strike on the Texas Pacific is inevitable unless the company backs down in the next few days, because it's a certainty that our men will strike rather than give up the idea of a system federation."

It seems today that nothing can prevent the strike from spreading to the Rock Island and other roads west of Chicago, making a complete tie-up of several of the most important roads of the country.

Reject Wage Scale.

It is known that the Rock Island system federation has rejected, by an overwhelming majority, the best wage scale the company would offer, and

that a strike within the next two weeks is practically certain.

The result of the referendum vote will not be made public until the officials of the different crafts have had a conference, but all admit that the men defeated the company's proposal.

After the vote has been ascertained, the officials will seek another conference with the company. In case they cannot get the conference or the company refuses to make a better wage offer the officials will order a referendum vote on the question whether the men wish to submit to go out on strike to enforce their demands. It is universally conceded that the men will vote in favor of a strike unless the company backs down.

In case a strike is called on the Rock Island and Texas Pacific, between 15,000 and 20,000 men will be involved in addition to the more than 50,000 already on strike.

Another I. C. Bluff.

"If the city authorities at Fulton Ky., have actually called in militia, as the morning papers says, it's merely another example of the game of bluff which the Illinois Central has been putting up since the beginning of the strike," said Kline.

"I have no official information that any troops were called in, but I do know that the men there have been as peaceful as any others along the line, and that means that they haven't done a single thing which would warrant the officers in calling in state militia.

"Why, Fulton is such a small place anyway that not more than 40 men at most were ever employed in the shops there, and it would be a sorry police force which couldn't handle forty peaceable men."

"No, it's simply another instance of the fact that it owns, body and soul, the officials of many of the towns along the line in order to intimidate the strikers by calling for state militia among the public generally by creating the impression that the shopmen are violent and that it requires an army to keep them in check.

SCABS ARE INCOMPETENT.

The following confident statement was made public by the executive committee of the Burnside strikers: situation at Burnside looks bright for us. Everybody is standing firm; there are no desertions.

How Work Is Done.

"An engineer reported something wrong with the flue or smoke box of an engine and had it sent to the yards for repairs. A scab boilermaker, without knowing what the trouble was or where or how to look for it, merely opened the front end, pulled out the cinders, and marked the engine O. K.

"Pickets report 18 scabs, including 3 tinners, turned loose last week by the company.

"Steamfitters report that at the coach yard at Sixteenth street the steam is coming out so badly that the company will have to shut it off or fix up the yard. They can't get anyone to make repairs, so they had to shut off the steam.

"On good information we can positively state that there are not 150 scabs in the Burnside hops to fill the places of 3,500 men who laid down their tools and walked out."

"JOSEPH HERSMER,"
"Secretary."

Can't Endure Conditions.

Paducah, Ky.—Four Clerks who were admitted to the union shortly before the strike, went back to work, but were unable to endure the conditions imposed on them by the bosses.

They reported back to the clerk's union and begged to have their cards restored to them, saying that if they were forgiven they would never be guilty again. They were all young boys and have learned a good lesson in unionism.

All Are Refused.

Hundreds of the strikers have applied for work at Pullman, but all were refused. The formen were instructed to so courteously reject strikers' applications that they would not suspect the blacklist is being used against them.

The courts, in the famous case of the Buck Stove and Range Co. and numerous other cases have struck a deadly blow at the boycott. But the blacklist, by a curious sort of logic, has been found perfectly legal. Nothing better is needed to show the class character of the courts.

All Is Bright.

Mounds, Ill.—Everything here looks bright to the strike officials. The engines in the yards are all in bad condition and practically no freight trains are moving. The strike breakers are not allowed to leave the yards.

Why Taft Train Broke Down.

Ogden, Utah.—The cause of the breakdown of President Taft's train in Utah has just been learned by the

strikers, delayed on account of the secrecy with which the company tried to conceal the disaster.

The train was three hours late when it limped into Ogden. The faulty repair work of the strike breakers was undoubtedly responsible for the slow progress the train made, though the officials had been careful to choose the best engine in the yards for the Taft special.

The Overland Limited on the Union Pacific fell behind several hours near North Platte, Neb., and finally died on the road. The freight engine taken on at Grand Island, Neb., went crawling along for a few miles and finally stopped.

The crew confiscated the engine of a freight which came up after a few hours delay, and started west at an eight-hour clip, fast time for the Union Pacific since the strike.

Gone the Limit

Memphis, Tenn.—That the Illinois Central has just about gone the limit on its opposition to the strikers is shown by the fact that the company is beginning to use switch engines to haul the passenger trains.

The high-class passenger engines gave out shortly after the strike began and the freight engines have been used till they could not be used any longer. When the switch engines die, the traffic on the Memphis division at least will be completely tied up.

Bill Clerks Quit.

Vicksburg, Miss.—A bunch of bill clerks shipped in by the company quit as soon as they had reported for work and joined the union clerks on strike.

A scab machine foreman took to task a plumber who was installing shower baths for the scabs. The plumber seized a piece of pipe and by the time he had finished on the scab foreman the latter was in a dangerous condition.

The few strike breakers imported into Vicksburg are all ruffians of the worst type, taken from the slums of the big northern cities.

Truckmen Walk Out.

Bakersfield, Cal.—All truckmen in the Southern Pacific freight station here have gone on strike. The shopmen are jubilant because none of their number has returned to work since the beginning of the strike.

I. C. Guard Arrested.

Waterloo, Iowa.—A Nelson, a heavily armed guard in the employ of the Illinois Central, was arrested in East Fourth street as he was boasting to a crowd of by-standers of his prowess as a policeman. He was intoxicated and declared he came to Waterloo to protect the police force.

He showed his Chicago police star, No. 844, which he wore under his coat. He will be tried for carrying concealed weapons, as none of the company's guards has been given authority to carry arms outside the yards.

Paquin Confident.

Waterloo, Iowa.—I am confident that we have the Illinois Central whipped," said Frank Paquin, vice-president of the International Brotherhood of Railway Carmen.

"The company will take any man back to help break the strike, no matter whether he is a thug, a criminal, or the worst ruffian, and anything said to the contrary is a lie."

"We readily acknowledge that we are interfering with business by calling this strike, and the more we interfere with the business in a legal way the sooner we will win the strike.

"We can inconvenience the world if we can in order to bring a decent living from the company, as the company itself can starve the world without being prosecuted."

Traffic Demoralized.

Memphis, Tenn.—The demoralization of the freight traffic department of the Illinois Central at Memphis is complete.

Car No. 11842 was carded Oct. 1 from Memphis to Birmingham, Ala., but by mistake of the scab clerks was sent to Greenville, Miss., as a carload of cottonseed.

As cottonseed, it was not treated as perishable goods, and so was not opened at Greenville until a few days ago, when the condition of the butter was such that it can be used only as fertilizer if anyone can get close enough to it to handle it.

Ministers Aid Strikers.

Council Bluffs, Iowa.—The ministers' association has taken up the fight for the strikers and has representatives at every meeting of the shopmen. The prospects look bright for the men.

Shippers Make Protest.

Evansville, Ind.—Shippers here are beginning to feel the effects of the strike on their business and are protesting against the action of the company in refusing to recognize the system federation.

I. C. Guards Fined.

Waterloo, Iowa.—Earl J. Yorly and J. A. Vitz, two special policemen in the employ of the Illinois Central,

were fined \$25 a piece by Judge E. P. son, a striker.

Krutschmitt's Son a Scab.

Bowie, Ariz.—Judus Krutschmitt, Jr., son of Julius Krutschmitt, vice president and director of maintenance and operation of all Harriman lines, is working as a strike breaker in the Southern Pacific shops here.

Dressed in greasy overalls, with his face and hands covered with smoke and dust, young Krutschmitt, who was assistant division superintendent of the Tucson division, oils boxes and hammers car wheels.

Women Raise Funds.

McComb, Miss.—The Ladies' Auxiliary to the I. A. of M. has begun a campaign to raise funds for the needy strikers and their families. No call for assistance has been made by the local federation, but many donations are coming in each day.

Council Helps I. C.

Cairo, Ill.—The city council flatly turned down a petition of the strikers that all the strike breakers employed by the Illinois Central be ordered to keep inside the yards at all times.

The local federation based its petition on the fact that the chiefs of police of many cities along the Illinois Central have themselves ordered the strike breakers not to leave the company's property.

Ten of the strikers appealed to Deputy Sheriff Greaney to be appointed special policemen to protect the interests of the strikers, but he told them Superintendent Porterfield objected to the employment of any of the striking shopmen as deputy sheriffs or special policemen.

Wrecking Crew Incapable.

Carbondale, Ill.—The company has no wrecking crew which is capable of picking up engine No. 1880, which has been lying along the tracks ever since the wreck of freight trains in the yards twelve days ago. Traffic in the freight department has been almost totally wrecked by the strike.

Issue Daily Newspaper.

East St. Louis, Ill.—The strikers, goaded by the false reports in the local newspapers concerning the strike, last week issued the first copy of a daily newspaper to be published every day during the strike so that a true account of the great labor war may reach at least all the strikers.

The paper is called "The Daily Strike Bulletin" and contains enough ads to pay for the publication of the sheet and leave a small margin of profit to the local federation.

The strikers held a mass meeting in the city had to give the general public an opportunity to learn the truth concerning the strike at East St. Louis and other points along the system.

CAN YOU ANSWER THESE VITAL QUESTIONS?

If You Can Answer and Still Be Content to Keep Voting Against Yourself, There Is Something Wrong With You.

Why so much hardship among the laboring class?

Why so many strikes among the trades?

Is a workingman human, or is he just a dumb beast?

Is a mere existence enough in return for his time, brain and muscle?

Is a man free who must work ten or twelve hours a day in order to keep his dear ones, from want?

Has his family no claim at all on his time and person, except for his life, which gives them bread?

Can he do justice to his wife and children and still labor from day light till dark?

Does he not make more than a mere living in the number of hours he works?

Is gold worth more than human blood and brain and muscle?

Are we not entitled to a part of the good things in life?

Or are we like the dumb horse, willing to exist on a measure of oats and a bundle of hay?

Is it fair that our employes enjoy so much for our labor, while we live so scant?

Are his loved ones any dearer to him than ours are to us?

Are they entitled to so many more luxuries than ours are out of the very profit, that but for our labor would not be produced?

Can we afford vacations, balls, tours to Europe, laces, velvet, silks, wines and kindred luxuries that our employes enjoy?

Are we not entitled to our share of these things?

Or is it a crime to be poor and have to work?

Can capital exist without our labor?

Would gold have value if all labor ceased?

Or must we continue for all time to be the puppets of the avaricious gold seekers and like dumb brutes exist on a measure of oats and a bundle of hay?

Is there any need of poverty and want if we had our just share according to our talents?