

**Labor Demands Nationalization of all Railroad Lines**

**Insists that Roads be Owned by the Government and Operated for the Benefit of the Public.**

Washington. — Organized labor has come out with the unequivocal, formal demand that private capital be retired from the railroads.

A tri-partite control, composed of the public, the operating management and the employee, is demanded instead.

Addressed to the American public and signed by engineers, the firemen, the conductors and the American Federation of Labor, a formal statement was issued announcing this proposal.

"It marks," says the statement, "the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled."

This sentence sums up in a few words the proposals, of which there have been hints and indications, but which is now laid before the country for the first time.

Everywhere in official Washington it is recognized as the most serious and far-reaching proposition the country will be called on to face.

**Remedy for High Cost.** Characterizing the proposal as "labor's bill," it is put forth as a remedy for the high cost of living because the railroads are the key industry of the nation.

It demands the "genuine co-operation and partnership mased on a real community of interest and participation in control," of which President Wilson spoke to Congress, and which the statement says has been ignored by labor and the private ownership of the railroads.

"We ask," it says, "that the railroads of the United States be vested in the public; that those actually engaged in conducting that industry, not from Wall Street but from the railroad offices and yards and out on the railroad lines, shall take charge of this service for the public."

Briefly, labor's plan demands: That private capital be eliminated from the railroads.

That the private owners receive for their government bonds "with a fixed interest return for every honest dollar that they have invested."

That the tripartite control, heretofore referred to, be established in corporations which shall lease the roads and in which the public, the operating managements and labor shall be represented equally.

That the public, the operators and the wage earners share equally all revenue in excess of the guarantee to private capital by granting to the operators and the employees one-half the savings which are expected to be made by such a perfected organization, and to the public the other half as consumers, either by increasing service without adding costs or by reducing costs.

**Labor's Statement.** The statement follows: "The innuendoes in telegraphed dispatches from Washington, appearing also in the speech of Representative Blanton, of Texas, that the railroad unions are holding up Congress and the government may as well cease."

"This appeal is made to the American people direct. It invokes the judgment and common sense of public sentiment, of all the public which earns a wage or a stipend. We recognize that the only way in which we can exist under the present system is to demand further increases in wages."

visional settlements only of questions arising out of differences as to wages, hours and conditions of labor. That principle of 'genuine co-operation and partnership based upon real community of interest and participation in control,' of which President Wilson has spoken to Congress, has been ignored both by labor and by the private owners of the railroads.

"What wage increases have been received in the last few years resulted only in immediately being followed by more than proportionate increases in the cost of living. Each rise in wages has turned out to mean only temporary relief for the affected workers."

"As the major part of the consuming public, labor is entitled to representation on the directorate of the public railroads. As a producer of capital, it is entitled to representation on the directorate of the railroads. To capital, which is the fruit of yesterday's labor, we now propose to discharge every just obligation. We demand that the owners of capital, who represent only financial interest as distinguished from operating brains and energy, be retired from management, receiving government bonds with a fixed interest return for every honest dollar that they have invested in the railway industry."

Operating Heads to Share. "These represent all the brains, skill and energy that is in the business. They are entitled to that measure of control which is equal to their ability and their responsibility for operating the transportation properties. Then, and then only, will the service be primarily for the public, not primarily for profits to speculators and inflators of capital."

"The public as consumers and the operating as managers and wage earners as producers, having joined in that guarantee, will then share equally all earnings in excess of the amounts required to meet the guarantee."

"This is provided by granting to the wage earners and management one-half of the savings, which they, through their perfected organizations can make, and by securing to the public the other half to be enjoyed by the consumers, either by increasing the means for service without increasing fixed charges or by reducing the cost of the service which the machinery then in existence can render."

**Key Industry of Nation.** The railroads are the key industry of the nation. They affect at once the price of every necessary. As increased transportation costs are reflected in the increased price of all commodities, so a reduction in those costs must be reflected by reduced prices.

"We say this because of labor's interest as consumer, as part of an overburdened public. This fundamental statement of principle we respectfully submit to the American people."

**NO ONE INTERESTED NOW.** Talking of important news, it now appears that Jess Willard was knocked down only five times in the first round instead of six.—Washington Post.

**SHOPMEN AGAINST SPECIAL BODY PLAN**

**Dissatisfied With President's Proposal to Have Congress Create It**

(News and Observer.) Washington, Aug. 2.—Dissatisfied with President Wilson's proposal to have Congress create a special body to pass on their demands, or consider them in connection with the high cost of living problem, the railway shopmen began today to take an official strike vote.

The shopmen contend that the railway wage board of the railroad administration should pass on their demands, and, failing favorable action, a strike of 600,000 men is threatened, labor officials said today.

B. M. Jewell, acting president of the railway employees department of the American Federation of Labor, said tonight that Director General Hines had been informed by the committee reporting the shopmen of their dissatisfaction with the suggestion that Congress intervene.

"Acting in behalf of the six shop crafts, a committee of one hundred presented to the director general of railroads on January 7th, last, the request for an increase in the wage scale," Mr. Jewell said.

"Following a conference with Mr. Hines on July 28th, we believed that the question had finally come to a head, and expected a decision. The letter from Mr. Hines to President Wilson followed, and the solution we have positively rejected."

"We have now decided to send out the call for a strike vote, returnable August 24th at midnight, to the 500,000 employees of American railroads, and the ten thousand employees of Canadian railroads affected. The shop crafts ask for a minimum of 85 cents an hour for mechanics, an increase of 17 cents; a minimum of 60 cents for helpers, an increase of 15 cents, and an increase of 10 cents per hour for apprentices."

"The Canadian employees are involved by reason of the fact that their wages and working conditions, under an agreement reached with the railroad board, are based on standards as they are adopted in the United States."

**Continue Efforts to Settle by Negotiation.** "We shall continue to endeavor to settle the demands by negotiation with the railroad administration, pending receipt of the strike vote, that will, when taken, simply center the power for calling a strike in the hands of the committee."

"The first effect of the call for a vote will probably be the ending of the present strike, which has taken out a considerable number of shopmen over various sections of the country who have been impatient of the long delay that has so far intervened. Their walk-outs have been unauthorized, but we expect that they will return when they see that the organizations intend action in a united fashion."

**44-HOUR WEEK FOR 28,000.** International unions of machinists, blacksmiths and helpers, boiler-makers and helpers, sheet-metal workers, electricians, and railway car men of America are involved in the controversy.

**Silk Mill Employers Agree Also to Advance in Wages.** (Special to The Union Herald.)

New York, Aug. 6.—Twenty-eight thousand members of the United Textile Workers of America will get a 44-hour week the day the treaty of peace is ratified by the United States Senate, if ratification takes place before October 10th. The 44-hour week will go into effect on that day in any event.

Last April the silk workers' case was before the War Labor Board, when an award was made which permitted reopening of the case six months from date of the award, unless the war ended before that date. That date expires October 10th, and it is now by agreement between the union and the employers that the new schedule of hours will go into effect.

Agreement for an advance in wages of from 15 to 20 per cent was reached about two weeks ago.

Efforts are now being centered on extending the 44-hour week to mills in Pennsylvania and New England, where hours now range from 48 to 52 per week. Success is anticipated.

**Will Fight Profiteers.** Des Moines, Ia.—Governor W. L. Harding has started a campaign to reduce the high cost of living in Iowa by sending orders to all county attorneys to meet here next Friday, August 8th, to discuss means and ways of fighting profiteers.

**REYNOLDS TOBACCO CO. AGREES TO TERMS**

**There Will Be No Strike of Tobacco Workers at Winston-Salem.**

By an agreement between the Tobacco Workers' Union of Winston-Salem and the R. J. Reynolds Tobacco Company, the union secures practically everything asked for, and consequently there will be no strike in the big tobacco factories.

Briefly stated, the tobacco workers are granted a 48-hour week, divided into five 9-hour work days, with three hours work on Saturdays. The stipulations as to the wage scale grants an increase of practically 20 per cent.

All work required by the company of its employees in excess of 48 hours per week shall be paid for at the rate of time and a half. No discrimination will be made or permitted against an employee because of his membership in or non-membership in a labor union. The proposition also states that the basis and rates proposed shall be in effect until January 31, 1920.

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"President McAndrew, of the International Union of Tobacco Workers, stated that the local branches of the union have determined to start at once with the organization of co-operative stock companies for the purpose of operating co-operative stores under what is known as the Rochdale system. President McAndrew also stated that his organization, and labor generally, is heartily in favor of the improvement of school conditions, and particularly endorses the school improvement plan recently launched in Winston-Salem."

**SENATOR DEFIES ORGANIZED LABOR**

**Political Officeholder is No More The Humble Servant of The People**

Senator Thomas, Democrat, of Colorado, in an impassioned address in the Senate flung defiance to the railroad employes and likened their attitude to treason, says an Associated Press dispatch from Wilmington.

"I cannot justify it as anything short of treason," he said, after citing the recent public statements of the Brotherhood officers. "We are face to face with the demand for wage increases costing \$800,000,000 which confessedly will not help them, or they will suspend our great transportation system."

"Their second demand is for confiscation of \$20,000,000,000 of property, that it be put into government ownership. This is the first time in the history of the American nation," the Colorado Senator continued, with great earnestness, "and God grant it be the last, in which a segment of the American people has pointed its finger at the American Congress and said 'you must legislate thus and so' or we will strike and tie up all transportation and industry."

"Ours is the responsibility now to give answer. There is no consequence as serious as involved in yielding. It means an end to representative government. Let's not flinch the issue. It's quite as important as any treaty. It is a threat to bring ruin on the country."

In the past, Senator Thomas declared, both political parties in Congress had acted with a view to capture the next Presidential election and he expressed hope that in the present crisis partisan politics would not be a factor.

Sometimes, he said he wondered whether, in the next Presidential election, but one party, composed of both Democrats and Republicans would not be found fighting side by side to overcome the tide of radicalism.

**BOSTON NEWSWRITERS WIN \$38 SCALE**

Boston, Aug. 6.—The Newspaper Publishers' Association has agreed to grant the demands of the News Writers' Union for a minimum wage scale of \$45 a week for rewrite men and copy readers, \$38 for reporters and staff photographers, and \$30 for district men. Members of the union who receive more than the minimum wage will receive "proportionate increases." The scale is retroactive to June 6th.

Members of the union who have been employed by a daily newspaper for at least four years are entitled to the new wage scale. The union did not ask any change in hours or working conditions, which are difficult to standardize, owing to the requirements of the industry. Apprenticeship questions are left in abeyance for the present.

**ITEMS OF INTEREST IN THE LABOR WORLD**

**General News About the Doings of Organized Labor All Over the Country.**

**Want H. C. of L. Bonus.** Paris, France.—Charging that the government is not using its power to protect workers against living costs, which are continually soaring, organized employees in the postal, telegraph, and telephone service demand a high-cost-of-living bonus of \$25 a month.

**Big Iron Strike Ends.** Reading, Pa.—The Reading Iron Company has signed its first wage agreement with the Amalgamated Association of Iron, Steel and Tin Workers, and this strike is at an end. Heretofore agreements with this concern have been oral.

The new rate is \$10.75 a ton for puddlers. About 10,000 puddlers are affected, as all mills east of the Allegheny Mountains based their wage scales on rates paid by the Reading company. Thousands of eastern puddlers have been idle because of this dispute.

**Manchester, England.**—A court of referees has ruled that cotton workers who have been thrown out of work because of a refusal of spinners to accept an agreement offered by employers are entitled to government out-of-work benefits.

**Raise Wages 25 Per Cent.** Cincinnati.—A 10 per cent increase has been secured by Garment Workers' Union No. 99. A few months ago rates were advanced 15 per cent.

**Wage Gains for Car Men.** Danbury, Conn.—An arbitration board has awarded Danbury & Bethel Street Railway Company platform men a wage increase that raises rates from 35 cents an hour to 44 cents.

**Out But Two Hours.** St. Catharines, Canada.—Carpenters in this city were refused a wage increase, and tied up building operations. They were out but two hours when the bosses raised rates from 65 cents an hour to 70 cents.

**Laundry Workers Unite.** Oakland, Cal.—A strong Laundry Workers' Union has been organized in this city. During the past few years laundry prices have almost doubled, but the laundry workers are paid the same old rate. The employees are now being banquitted by the bosses.

**Winning Eight Hours.** Joplin, Mo.—Organized machinists in this district are winning the eight-hour day. They suspended work the first of last month, and are rapidly securing agreements.

**Tailors Want More.** Brockton, Mass.—Journeyman tailors have asked employers to raise wages from \$25.50 a week to \$33 and reduce the work week from 48 hours to 44.

**Molders Forced Out.** Fort Wayne, Ind.—Iron molders employed by the Pass Foundry and Machine Company have been forced out of the street because the company refused to apply a wage award made last May by the National War Labor Board. The company says the war is over and production must be increased. This concern is one of Fort Wayne's leading low-wage plants, and it is charged with being most open in its appeal to racial prejudices of its employees, by this means keeping them apart. The Fort Wayne Worker declares the company is "a typical slave-driving concern of the worst type," with the work day ranging from 12 to 14 hours.

**Printers Raise Wages.** Hamilton, Canada.—Commercial shop members of the Typographical Union have raised wages 20 per cent. Similar increases were recently secured by newspaper printers.

Boston.—The Typographical Union has rejected a wage offer of \$32 and \$34 a week for its commercial shop members. The union is demanding \$37, regardless of sex.

**SLAMMING HERSELF.**

There had been a quarrel. Every body could see that the minute they came into the car. The woman sat with rigid jaw, her hands folded forbiddingly over her stomach. The man scowled down on his spine and glowered at the signs across the aisle. The car wondered. Then there came a dead silence as the car halted to let off a passenger. Into the silence came the woman's voice: "If it wasn't for me, you'd be the biggest fool in San Francisco!" Then for the first time the man grinned, and the others grinned with him.—San Francisco Chronicle.

**NEW YORK STREET RAILWAY EMPLOYEES ON STRIKE**

**Want Union Recognition, But Receiver Garrison Refuses to Deal With Them Except as Individuals.**

New York, Aug. 5.—The members of the Amalgamated Association of Street and Electric Railway Employees, who are in the employ of the Brooklyn Rapid Transit Company, met in the Brooklyn Labor Lyceum, Willoughby and Myrtle Avenues, last night and unanimously voted to strike at 5 o'clock this morning.

The meeting was attended by between 2,000 and 3,000 men and the strike resolution was adopted amid cheering that was heard for blocks. The motion to strike was put by Leo Beal, an employ of the B. R. T., who shouted a proposal above the din that "the strike take effect immediate and continue until such time as the officials of the B. R. T. recognize our union and agree to negotiate with it."

From all parts of the hall came a storm of seconds and when Edward Smith, chairman of the Brooklyn local of the union, put the question a wild demonstration followed that lasted several minutes. If there was a single man in the house who was opposed to such precipitate action he kept his views to himself.

When first put the motion did not fix a time for the strike. After the adoption of the strike motion, P. J. O'Shea, of Detroit, who is chairman of the National Executive Committee, suggested that a second motion fixing the time should be put to the house. This was done and the hour of 5 a. m. today was agreed to.

The message of ex-Secretary of War, Lindley M. Garrison, receiver for the B. R. T., in which he refused to deal with the union was read by Mr. Smith. When he concluded reading the message the men began to shout "Strike, strike, strike," and they kept the demonstration going until Beal got the floor and presented the motion.

The following telegram was ordered sent to Receiver Garrison: "We reject your answer and will go on strike until you are ready to meet committees and reach an agreement that will be acceptable to all parties."

The message was signed by the officials of the Brooklyn local.

"To hell with the B. R. T.," and "To hell with Garrison," hundreds of excited men shouted when Chairman Smith announced that the strike vote was unanimous and that the men would stop work at 5 a. m. Chairs were overturned, hats and caps hurled into the air, in the demonstration that followed the strike vote.

**Attacks the B. R. T.** National Committeeman Snea took the floor after the question of a strike was settled.

"I want to congratulate you men," he said, "on the action you have just taken. I believe that you mean business this time, and I am convinced that your action will convince Garrison that you are not fooling. You have been paid miserable wages for years, and it has been almost impossible for some of you to make both ends meet. Some of you have had to work twelve hours a day to make a living. Conditions on the system have been rotten."

"You will win this time. Don't operate any cars. Be orderly and show the people that you are law-abiding citizens. Keep away from the company's property. The organization is going to back you up. Keep the cars in the barns. Victory is surely going to be yours."

Louis Fridger, attorney for the union, also attended the meeting and advised the men as to their activities after they stop work. Harry Jones, a union official of Paterson, N. J., and William Wetnet of the Manhattan local, also made speeches. Both have been active in recent strikes, and gave the men information as to the best means to be followed in winning against the B. R. T.

"The decision of Receiver Garrison to refuse to meet representatives of the union," said Chairman Smith of the Brooklyn local, "was what we expected. We did not expect Garrison to do anything for us and so we are going on with the strike."

**TAMPA CIGAR MAKERS SECURE INCREASED WAGES.**

Tampa, Fla., August 8.—Three more factories have signed up with the striking cigarmakers and agreed to give the 25 per cent increase the men demand, making nine factories that have signed. There are still more than 7,000 cigarmakers out with about 12,000 men in other branches affected by the closing down of the factories.