

THE SATURDAY RECORD

THE MEDIUM OF ORGANIZED LABOR.



Issued weekly from the office of The Saturday Record, 509 So. Fourth St. Wilmington, N. C.

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Editor and Proprietor.

We are always glad to receive letters or articles from our subscribers along any line of interest to our readers. Subscription price \$1.00 a year, in advance.

Entered at the postoffice at Wilmington, N. C., as second-class mail matter.

SATURDAY, JULY 7, 1917.

Union Wins Fight in Supreme Court.

The United States Supreme Court has put the American Anti-Boycott Association out of business before that body by its ruling that injunctions under the Sherman anti-trust law can only be obtained by the government and not by private persons.

This decision was made in the case of the Paine Lumber Company, of Oshkosh, Wis., and others against Carpenters' unions and union contractors of New York city. The latter agreed to handle only union mill work. This meant that non-union concerns, doing an annual business of \$8,000,000, were shut out of New York City.

Six years ago the Paine concern and several associates asked that the carpenters be enjoined from striking on any job where non-union trim was used; from permitting officers of the union from telling members when the non-union trim was being used; from firing members for working on non-union trim, or from entering into agreements with contractors.

The anti-unionists also made the very modest request that the Brotherhood of Carpenters and Joiners be enjoined from publishing or circulating that portion of its by-laws which provides that "it is the duty of all district councils and local unions to promote the use of union-made trim and to prevent and discourage the use of non-union trim, by refusing to handle same."

In 1914 the United States Court of Appeals decided against the anti-unionists, who have appealed in vain to the United States Supreme Court.

"Regulator" Is Jeered.

Senator Kirby, of Menard county, Illinois, a farmer who imagined he would immortalize himself with those who have been regulating everybody and everything, has introduced a bill regulating the height of heels on women's shoes. As this is about the only thing he found that has not been discussed or regulated he forthwith introduced a bill correcting this evil, because, he said, "high heels cause more damnation than German submarines."

His efforts as a "regulator" were laughed at by other "regulators," who declared that the bill should go "to the committee on the insane."

Connecticut's public welfare commission will make a study of occupational diseases and report to the next legislature.

A British munitions girl was recently sentenced to six weeks' imprisonment for smoking a pipe in a munitions factory.

A Classic Definition.

The president of the Washington Electric and Railway Company says incompetency consists of discussing the union and joining the union. He made this statement as a witness before the Senate investigating committee which recently investigated the strike of motormen and conductors on street railways of Washington City, when asked by Senator Johnson, of California, why 23 employees were discharged for incompetency before the strike and were reinstated when the strike was on. The "classic definition" given by the Washington street railway official is in keeping with the many absurd reasons given by street railway officials all over the country for their treatment of employees under the name of "incompetency" and "discipline." For instance, this city has an ordinance requiring the street railway company to employ two men on the cars in order that one of them can devote his time to operating the car as motorman, while the other conducts the carrier and is supposed to look after the safety of all passengers. But, regardless of this ordinance, and, it seems, in "contemptible evasion," said street railway company attempts to enforce a rule as to the conductor depositing the fare of passengers in the till, which in many cases jeopardizes the safety of aged and crippled passengers, and when a conductor violates the rule in order that a passenger's safety is assured, in compliance with the city ordinance, he is suspended for sixty days, as company officials say, as a part of the company's discipline. The argument of "discipline" by the local railway company is as absurd as the Washington company's "incompetency" definition, and the rule is an absolute evasion of the "two-man" ordinance; so we believe it is up to the city authorities to enforce the law and see that the street railway company enforces no rule that would in the least endanger the safety of the public while riding on their cars.

Opposes War Exploiting.

Mayor Mitchel has notified street car companies in New York that they, too, are expected to bear war burdens instead of exploiting the public.

In a letter to President Shonts, of the New York Railways Company, in opposing increased rates, he said:

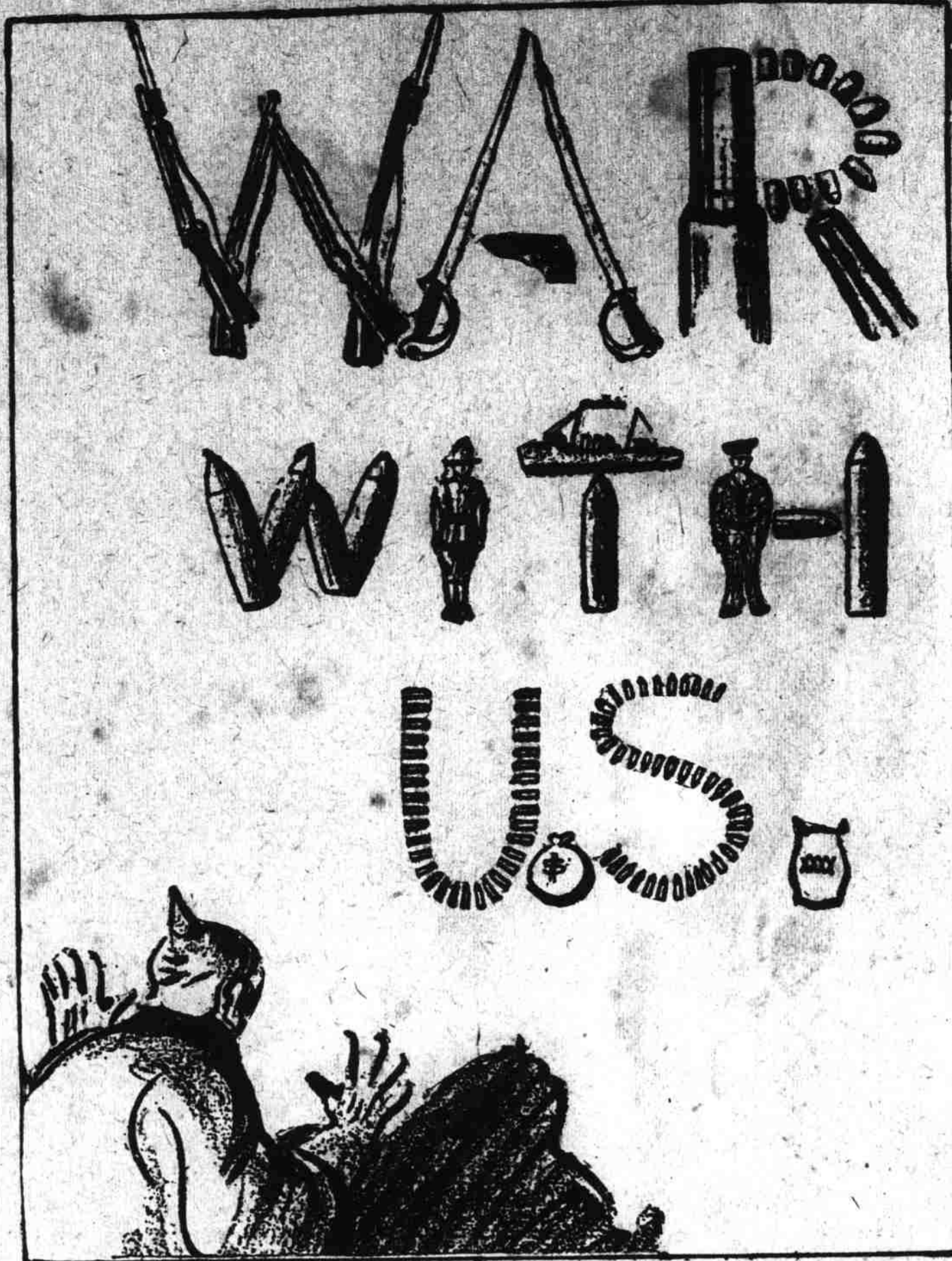
"We have heard no suggestion that during this temporary period of stress the abnormal present profits of the subway be divided with the public. It is currently reported that the Interborough Company has recently declared a quarterly dividend of five per cent, thereby placing the company upon a 20 per cent annual dividend basis.

"The whole community, including and not excepting the street railway companies, must bear the burdens of the present war crisis. Perhaps this will entail a temporarily reduced income, but it seems to me that the New York Railways Company may fairly be expected to 'do its bit' and carry its share of the burden with the rest of the country."

In answer to Shonts' plea that increases were necessary to avert bankruptcy, Mayor Mitchel said:

"To my mind it would seem that this appeal for higher rates to avoid bankruptcy is in striking contrast to the attitude of your company at the reorganization. The public service commission then sounded notes of warning and endeavored to prevent, to the limit of its authority, the adoption of a financial plan which, in its opinion, was unsound and represented overcapitalization. The public can hardly be blamed because your company paid no heed."

SOMETHING MORE THAN WORDS.



—Fitzpatrick in St. Louis Post Dispatch.

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