

THE WAGEWORKER



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Musicians' Union Ball Was Magnificent Success

President Fetterman, Secretary Kendrick, and every other member of Musicians' Protective Union, Lincoln Local No. 463, are all swelled up over the magnificent success of the union's second annual ball, held at the Auditorium, Tuesday evening, February 2.

From the standpoints of numbers, sociability and finance it was the most successful ball ever given by a union organization in Lincoln. It demonstrated that the union musicians are energetic, and that they have unnumbered friends. Further than that, it demonstrated that the musicians are proud of their organization and ready to work for its success.

Of course the music of the evening was the especial feature, and the announcement of a concert prior to the dancing, and a dance orchestra of thirty-five pieces, sufficed to bring out a large number of music lovers, many of whom do not care to dance. As a result there were as many people in the gallery as usually attend a concert. A symphony orchestra of forty pieces, under the direction of Mr. Carl Steckelberg, gave a concert program that was all too short for the hundreds of music lovers present.

The success of this feature is looked upon as a sure indication that there will be organized in Lincoln a union symphony orchestra that will win recognition all over the country. The string section was especially noticeable, but the whole orchestra was balanced with wonderful precision, and under the direction of Mr. Steckelberg won instant favor. The presence of such a magnificent orchestra, made up entirely of union musicians, upon a Lincoln stage, reminded the Wage-worker man of something interesting.

More than three years ago this paper began urging the musicians of Lincoln to organize, and several who were members of other unions were favorable, but all were afraid that it would be difficult to get enough musicians together to hold a charter. But finally a few earnest men set to work, with lots of fear and trembling, to work up an organization. Then came the surprise. The musicians fairly fell over themselves to enroll. When the charter was closed it was found to be the largest ever enrolled in Lincoln. And today the Lincoln union has enrolled 150 members.

And a little over two years ago they didn't think they could muster enough to get a charter!

Following is the concert program rendered, beginning at 8:30 and lasting until 9:15:

Overture, "Merry Wives of Windsor," Nicoli.

"I Would that My Love," cornet duet; "Spring Song," Mendelssohn.

German Dances, from "Henry VIII." Morris Dances, Shepherd's Dance, Torch Dance.

"Tannhauser March," Wagner.

At 9:20 Mr. Ed. Walt stepped to the front and assumed direction of the orchestra, and immediately the strains of the grand march were heard. The march was led by Governor and Mrs. Ashton C. Shallenberger and Adjutant General Hartigan and Miss Grace Shallenberger. There were 152 couples participating in the march, and less than half of those present were upon the floor. As nearly as could be estimated there were 325 couples who enjoyed the dance. The strains of the grand march glided gracefully into the strains of a waltz, and the second annual ball of the union musicians of Lincoln was well under way. Dur-

ing the evening the directors of the various dance orchestras alternated in leading the orchestra of thirty pieces, and as a result of a good-natured rivalry among them the orchestra was continually spurred to do its best. There were twenty-two numbers on the program, and the liberal encores stretched the pleasure well into the small hours of the morning.

At 11 o'clock light refreshments were served. Nothing was left undone to make the hundreds of guests feel at home, every member of the union who was not in the orchestra doing his utmost to take care of the dancers. The musicians promised that the dancing floor would be in proper shape, and they kept their promise. The immense floor, the fine music, the splendid comradeship—all combined to make the Musical Union ball the finest ever given in Lincoln, and the members have every right to feel proud, and exhibit that pride on every occasion.

The officers of the union, together with the committees having the ball in charge, are as follows:

President, R. W. Fetterman.
Vice-President, W. C. Layman.
Secretary, J. F. Kendrick.
Treasurer, N. A. Otis.
Sergeant-at-Arms, F. J. Hampton.
Trustees: A. J. Bruse, Robert Safarik, G. F. Thornburg.

General Committee: Ralph J. Reid, A. J. Bruse, Carl Frolick, G. F. Thornburg, Lloyd Unland.

Reception Committee: W. T. Pinney, R. W. Fetterman, A. E. Ingersoll, N. A. Otis, Wm. Layman, L. R. Walker, M. E. Bell, Ruth Smith, S. S. Davis, L. E. McCulloch, Murray French, Mrs. A. G. Blair, Mrs. F. J. Hampton, Miss MacAlpine.

Door Committee: A. C. Blair, H. F. McGurran, J. F. Kendrick.

Floor Manager, H. J. Gildersleeve.

Some Musical Notes.

When Treasurer Otis started for home with a wagon load of door receipts he hollered for a guard.

Each arriving guest was cordially welcomed by the reception committee and adorned with a handsome little badge.

For goodness sakes, what would the Musical Union have done about it if it had tried to hold that event in any other hall!

Sergeant-at-Arms Hampton had a sinecure all evening. All he had to do was dance when he wasn't playing—and he did.

Fine orchestra for dancing, but Gee! Wouldn't it break the average union to employ such a one for an annual ball?

The Typographical Union ball at Fraternity hall on February 17 was kindly announced by Floor Manager Gildersleeve.

Secretary Kendrick stood at the door, and his smile was so wide that the arriving guests had to step sideways to get around it.

When President Fetterman tried to express his gratification over the success of the affair he became so excited that he stuttered.

Governor Shallenberger says he had such a fine time that he actually forgot that "game" ankle until he got ready to start for home.

Local No. 463 counts several lady members, and the boys are rightfully proud of their zeal and fidelity to the principles of the organization.

There are some old trades unionists in Lincoln who are willing to bet that

Local No. 463 is the "infant prodigy" of the International organization. "Afraid we could not get enough to hold a charter!" It is to laugh.

Adjutant General Hartigan will send a white flag ahead the next time he starts for his home in Fairbury, and a Journal reporter will have to pay the expense.

The annual ball of Division No. 98, Brotherhood of Locomotive Engineers, Auditorium, February 22, was announced from the floor. This will be one of the finest.

When Governor Shallenberger was told that one of his official duties was to attend every union ball he smilingly declared that he was rejoiced to

know that there were such pleasant duties to perform. "I'll register 'present' every time the music starts for a union ball," he said.

CENTRAL LABOR UNION.

The regular semi-monthly meeting of the Central Labor Union will be held at Bruse's hall next Tuesday evening. All members should be present to make final preparation for the protest meeting. It is hoped that a couple of international organizers will be present, one from the printers and one from the plumbers. An interesting session is promised.

EXECUTIVE COUNCIL APPEALS FOR FUNDS.

Asks All Members of Organized Labor to Help Bear Expenses of Appeal to Supreme Court.

Under date of January 18 the following appeal has been sent out by the Executive Council of the American Federation of Labor: To Organized Labor, Its Friends and Sympathizers—Greeting:

The American Federation of Labor, as its name signifies, is a voluntary body composed of national, international and local unions, each of which attends to its own trade business, financial and otherwise, and retains its complete and individual authority and autonomy, while the relationship and purpose of the Federation to the affiliated bodies is to assist them in carrying out trade betterment, to take the initiative in introducing and urging the passage of desirable legislation, and to promote the general welfare. It is thus seen that the American Federation of Labor cannot be considered as holding or having funds in the ordinary routine of its business for unusual purposes. A most unusual and important event has occurred in which extra funds are essential, and an earnest appeal for financial aid is herewith made to you, which will no doubt meet with your prompt and liberal response.

You know that Samuel Gompers, John Mitchell and Frank Morrison have been declared guilty of violating an injunction by the Supreme Court of the District of Columbia, and that Justice Wright of that court has sentenced them to terms of imprisonment of twelve, nine and six months respectively. Pending an appeal they are out on bail. The original injunction, issued on the application of the Buck Stove & Range Co., has been appealed to the court of appeals of the District of Columbia, and we have authorized our attorneys also to take an appeal against Justice Wright's decision.

We hold that Messrs. Gompers, Mitchell and Morrison have not violated the terms of the injunction, but instead have exercised their right of free press and free speech. These are cardinal principles guaranteed by the constitution of our country and by our states, and to the maintenance and perpetuity of which we pledge and will exert our every effort.

As stated, there are now two appeals pending. One upon the original injunction and the other from Justice Wright's decision. Should an adverse decision be reached in either or both appeals, it will be essential to make further appeals to the Supreme Court of the United States. Surely no member of organized labor or other fair-minded man can rest content unless the principles involved in these cases are determined by the highest tribunal in our land.

We have already expended large sums in these cases, and the plaintiff attorneys have not only boasted of causing such large expenditures on our part, but have asserted "there are more to come."

We have exceptionally able attorneys in Hon. Alton B. Parker, and Messrs. Ralston and Siddons, who will carry the cases to their logical and final conclusions, but ample funds must be provided to permit this to be done.

From the expressions of our fellow-workers and friends in all walks of life we find that they are in absolute accord with us in the determined stand taken by Messrs. Gompers, Mitchell and Morrison in the assertion of their and our inalienable rights of free press and free speech and the determination that these cases be pressed to final conclusion. Of course, we will fight for our rights through every legitimate and constitutional channel which our system of legislation and law procedure permits, to rectify the injustice of which we complain, and in the meantime, in having these cases appealed and determined, we are confident that we are pursuing the course which commends itself to the men of labor and other friends of human justice.

Eternal vigilance is the price of liberty. In order to permit of proper defense of liberty and freedom as guaranteed to all citizens, we appeal to all labor and to all friends to make financial contributions for legal defense in these cases before the courts. President Gompers and his colleagues are on trial for your rights co-equally with their own, and every liberty-loving citizen in or out of the ranks of labor should consider this situation and appeal as their own personal concern, and response should be made accordingly.

Upon the injunction abuse the Denver convention of Labor declared "That we will exercise all the rights and privileges guaranteed to us by the Constitution and laws of our country, and insist that it is our duty to defend ourselves at all hazards." This appeal for funds is issued in accordance with that declaration.

Send all contributions to Frank Morrison, secretary of the American Federation of Labor, 423 G street N. W., Washington, D. C., who will acknowledge and receipt for the same and make due accounting thereof.

Sincerely and fraternally yours,
SAMUEL GOMPERS, President.

Attest:

FRANK MORRISON, Secretary.
JAMES DUNCAN, First Vice-Pres.
JOHN MITCHELL, Second Vice-Pres.
MAX MORRIS, Fourth Vice-Pres.
D. A. HAYES, Fifth Vice-Pres.
WM. D. HUBER, Sixth Vice-Pres.
JOS. F. VALENTINE, Seventh Vice-Pres.
JOHN R. ALPINE, Eighth Vice-Pres.
JOHN B. LENNON, Treasurer.

Executive Council American Federation of Labor.

The Appalling Slaughter of Our Railway Trainmen

The death and disability roll of the employes of our American railroads is a terrible indictment against the inhumanity of the service. That much of it is unnecessary is admitted by every practical railroad employe, but it has been going on for years without undue adverse comment from the public or the press, until the railroads have accepted this slaughter of their employes as one of their rights, a sort of vested one, as it were, in the lives and limbs of the men who care for the transportation service of the country.

This condition will maintain, too, until there is certain forceful legislation enacted, that will compel railroads to exercise greater care in train operation. The report of the interstate commerce commission for the year ending June 30, 1907, tells a tale of injury and death that is not appreciated because its effects are not felt in their entirety, or even understood in any part of the country.

Instead of the catastrophe that spreads death and desolation over a limited territory in a moment and, therefore, draws to itself the full realization of the results, the death and disability roll, as shown by the report of the commission, proves the never-ending grid that continues day after day in every part of the country, but because of the isolated nature of the casualties, they are not noted as they would be if our press despatches announced that more than fifty thousand men had been killed or seriously injured at one time. Imagine, if you can, the terror that would take hold of the nation under stress of such news. Compare the casualty reports of any great battle, and judge what this peaceful, industrial slaughter means to the nation.

The report of the commission shows that during the period for which it was made, there were 3,807 killed and 55,251 injured while in the performance of their duties. What else need be said of the terrible industrial sacrifice demanded, or what greater evidence of the necessity for compelling the railways to adopt every precaution for safety, and to set aside a certain part of their earnings to be used for the maintenance of the injured and the families of the killed? It would be fair, and no more than just to the employe.

As long as the death and disability list was more closely confined to the railway employes, the public did not give much heed to the dangers of the service. But contempt for danger, as it applied to the employe has been lost by the gradual creeping in of greater danger to the passenger. He is commencing to sit up and take notice of it.

Railroad casualties to the public have brought the extreme dangers attending railway operation home to it. Although the public has not, as yet, become very insistent in its demands for reforms in operation, it has commenced; and if constant reminding the public of its danger, because of railway wrecks, will do any good, the question of safe and sane operation will very soon be brought to the attention of congress to the end that the powers of the interstate commerce commission will be enlarged to meet the situation.

Practical railway employes, and by this we do not mean managers who are doing as their directors bid, but the men in the service, who are running engines and trains, have long been cognizant of the increasing

dangers of railway operation. Their observations are made while performing their work on engines and trains, and while they may not be substantiated always by the usual technical and theoretical deductions that are common to the office, they are given with a practical knowledge of what equipment, speeds, tonnage and right of way will do, and what safely can be done with them.

The track is an important feature that is not given the attention it deserves. The one hundred pound rail has been in use for several years, the standard tie has not been increased in size, but engines, cars and train tons have increased almost double in weight since the one hundred pound rail became the standard. The limited trains have increased their speeds with few additional appliances being added for their safety.

The complaints are numerous to the effect that track maintenance is a lost art. On some roads the section foreman no longer has the right to say when a tie is unsafe. That work is done by an inspector who, usually, does not inspect. There are miles and miles of track patrolled by a foreman and one man, there are miles of it that are practically left without attention for a certain period of the year; that, too, during the worst season, while over all of this track mileage there is being rushed the heaviest freight and passenger business this country has ever known.

Engines and cars have been made larger and heavier, the tonnage has been doubled in the past ten years, but the track is about the same as it was when it cared for lighter equipment and a less speed rate per mile. The recent statement that steel rails were made with defects that were certain to result in disaster is as yet unchallenged. The railway managers here and there are coming to the front and saying that there is too much demand on equipment; that tonnage and speeds are excessive and yet, they keep going the death pace. Nothing, it appears, short of government interference and the payment of heavy indemnity will ever bring them to a halt.

There are many faulty rules and practices in train operation, particularly on single track lines, that ought to be corrected. There are many times when the employe is thrown on his own resources, and must depend on his judgment. It is impossible to apply the half thousand regular and special rules now in vogue without causing confusion in the understanding of some of them.

The block system is another necessary adjunct to safer operation. When it is installed, if it is to do its work, it must be with the understanding that it is put there to be observed. Where railroads stand for its strict observance, and will not tolerate violations of rule, there are no violations and the system is reasonably safe. No equipment is absolutely safe, whether purely automatic or operated in part by human agency and machinery. But the block system will make train operation safer than it is without it, which will make it worth while.

There are not enough employes properly to inspect engines, cars and track. Railways have economy in operation reduced to a dangerous science. There is not a superfluous man in the service; there are too few for

(Continued on page 5.)

Annual Ball
Brotherhood Locomotive Engineers
Division No. 98
Auditorium
Monday, February 22
UNION ORCHESTRA! UNION ORCHESTRA!
TICKETS, \$1.00

Twenty-Sixth Ball
The Lincoln Typographical Union
Number 209
Fraternity Hall
Wednesday, February 17
QUICK'S UNION ORCHESTRA—6 PIECES
Tickets, \$1.00 Extra Lady, 50c