

# STRIKE BREAKERS

They Make Easy Money During Labor Troubles.

POCKET THE CAR FARES.

Render No Returns to the Street Railway Companies—Other Sources of Income That Come the Way of the Professional "Breaker."

The following from the Brooklyn Eagle throws light on the methods of the professional strike breakers and explains why they are so readily obtainable:

"The strike breakers on the Coney Island and Brooklyn railroad are receiving only \$2.50 a day, and I can prove it from the vouchers," said a man who has taken an inconspicuous but none the less effective part in the war between the company and its motormen and conductors. "Of course they get their board also, but they signed up for \$2.50 a day, and they get no bonus either."

"Didn't they get \$25 a trip for taking out the first cars?" he was challenged.

"They did not," he emphatically retorted. "They didn't get even a dollar extra pay for taking out the first car or any car. But," he added, "they do not ring up any fares. They pocket all the fares they get, and that's their graft. And they make good money at it. Some of them will leave here with \$150 or \$200 apiece. This graft is not recognized in the contracts, of course, but there is an understanding about it which is not mentioned by either the company or the men. When they come on the understanding is that they are kept on for five or six days after the strike is broken. That is when they clean up. They are at it already."

"A man will come back from a trip with \$6 or \$7, and he will join in the crap games at the barns. If he wins he keeps on playing, but if he is cleaned out back he goes to the starter and says, 'I'm ready to take out another car.' He gets his car, divides with the motorman and gets his pay and board and lodging just the same. Some of them lose all they make in the crap games, and others are lucky. They are glad of the chance to work under these conditions. I suppose there are about 5,000 men in this industry. The company had no trouble in getting all it wanted."

"These fellows make plenty of money," he continued, "and they drift from town to town, all over the country."

"Why, one of these men told me that he and another fellow had cleaned up nearly \$300 between them in a couple of days during the sugar strike over at the refineries in Williamsburg. He said they were sent out to deliver a big load of sugar. They drove along all right with the load and sold it out to grocers along the line for what they could get. Then they turned their horses and drove up to the section where they were ordered to deliver the sugar. They took the nuts off the wheels, let the truck smash to the ground, spilled some sugar around and a couple of broken barrels and yelled for the police. They even biffed one another in the face, he told me. The police came and found the men were slightly hurt and the truck wrecked."

"They told the police that they had been attacked by the striking sugar drivers, the wagon broken down and the sugar stolen. They banged themselves up generously, accepted the escort of the police and went back to

the refinery to repeat their tale of outrage. Then they laid off for a few days at \$5 a day until they were told to take out another load of sugar. They worked the same game, were escorted back to the works with a squad of police for protection and were the heroes of the strike.

"They said that the same thing was worked in the strike of the meat drivers over in Manhattan. The strike breakers would take out a load of beef and sell it to small dealers for whatever they could get. 'What will you give for a side of beef?' they would ask a butcher. 'Two dollars,' the butcher might say. 'Off with it,' they'd say and heave him the side of beef and drive along, pocketing the \$2. Then they would let a wheel off the wagon, 'break down,' call for help and be escorted back to the market."

"But the railroad company has no complaint to make about the men. They stand by their contracts and have their own code of 'on the level, man to man.' They give the service all right, but they're all descendants of Captain Kidd."

### Harbor Men Join Hands.

Delegates from the Seamen's, Longshoremen's, Harbor Boatmen's, Marine Cooks', Stewards', Waiters', Produce Shipping Teamsters' and Dock Builders' unions have completed the organization of the Greater New York Waterfront federation, comprising a membership approximating 160,000. The conditions in the various crafts mentioned, together with a desire for a complete unity among the unions, are the motive which actuated the formation of this large organization.

### John J. Barry Honored.

John J. Barry of Boston, who for the past three years has been the international president of the Theatrical Stage Employees' union, has declined re-election for another term and has been elected chairman of the union's delegation to the American Federation of Labor convention at Atlanta in November.

### LONDON WOMEN WIN.

Wretched Factory Workers Get a Little More Pay.

Amid the excitement of the greater issues at stake comparatively little attention has been paid to a strike of London women which ended in a complete victory for the workers.

Some 15,000 women and girls employed in biscuit, jam and other factories struck, and after being out about two weeks their demands were conceded.

This is a result unparalleled in the history of London working women, and it has shown what can be done even for the poorest class of labor by choosing an opportune moment for action.

The women won, but at the cost of sharp privation and suffering. Every afternoon they were to be seen clustering round the Labor club, in Fort road, Bermondsey, where their advocates, leaders of the National Federation of Women Workers, have their headquarters, anxiously awaiting the free distribution of bread. Without this charity there would have been no choice but the workhouse for many of these women, who normally support themselves and their families on a wage of about half a sovereign (\$2.50) a week.

How they manage it those who know the most of their lives cannot say. The rent must absorb most of the money, and a few shillings a week only are left for food and all the other necessities of life.

Here is a case which came to light during the strike: Two girls in a jam factory were earning 8 shillings (\$2) a week each by exacting toll. They

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lived in East Ham and had to pay 1s. 6d. (36 cents) a week in fares to and from work and 6 shillings (\$1.50) for board and lodging. They were left with the splendid sum of sixpence a week to spend. As a result of the strike the margin has been raised to half a crown (60 cents).

The collapse of the employers before the girls' demands caused some surprise, but the real reason was indicated by an employer, who told the Federation of Women that he resented newspaper publicity and would make sacrifices to avoid it.

### Funds For McNamaras.

The Glass Bottle Blowers' association at its recent convention in Columbus, O., unanimously declared a fifty cent assessment upon its entire membership to aid in the defense of the McNamaras. In order that the money might be immediately available the fiscal officers were instructed to advance the total amount at once from the funds in the general treasury.

### DEATH IN DUST.

A warning against the dangers of dust was issued recently by the National Association For the Study and Prevention of Tuberculosis, in which it is shown that the percentage of deaths caused by tuberculosis in dusty trades is more than double that for all employed men in the registration area of the United States. While among males generally in the registration area of the United States 14.5 per cent of all deaths are from consumption, the mortality among grinders from this disease is 49.2 per cent, and in hardly any of the dusty trades is it below 25 per cent. The percentage of deaths from tuberculosis among all those exposed to metallic dust is 36.9 per cent; to mineral dust, 28.6 per cent; to vegetable fiber dust, 28.8 per cent; to mixed animal and other forms of dust, 32.1 per cent; to street dust, 25.5 per cent, and to organic or dust coming from the articles being manufactured, 23 per cent.

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### NOTICE OF INCORPORATION.

Notice is hereby given that the undersigned have associated themselves together for the purpose of forming a corporation under the laws of the state of Nebraska.

The name of the corporation shall be the Maupin-Schoop Publishing Company.

Its principal place of business is Lincoln, Lancaster County, Nebraska. The business of said corporation is to do a general publishing and printing business and any and all things necessary and consistent therewith, including the right to buy and sell real estate.

The authorized capital stock is five thousand dollars, divided into shares of fifty dollars each.

Said corporation shall commence business on August 7th, 1911, and continue for twenty years, unless sooner dissolved by a majority vote of its stock, or by process of law.

The highest amount of indebtedness to which it shall at any time subject itself shall not exceed two-thirds of its authorized capital stock.

The affairs of the corporation shall be governed by a board of four directors, who shall have power to elect from among their own number a president, vice-president, secretary and treasurer.

Dated this 5th day of August, 1911.  
WILL M. MAUPIN,  
FRANK L. SHOOP.

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### LEGAL NOTICE.

Seth W. Lowell, will hereby take notice that William Foote has filed his petition and commenced an action in the District Court of Lancaster County, State of Nebraska, entitled "William Foote, Plaintiff, vs. Seth W. Lowell, Defendant," and plaintiff has filed affidavit therein that the defendant is a non-resident of the State of Nebraska.

The object and prayer of said action is to recover the sum of \$176.45, with interest at the rate of six per cent per annum from the seventh day of March, 1890, upon a promissory note that plaintiff has caused to be attached in said action, the undivided one-third interest in Lot Four (4), Block Two (2), Trester's Addition to the City of Lincoln, Lancaster County, Nebraska, and the undivided one-third interest in Lot Eight (8), Block Forty-three (43) in University Place, Nebraska; that the defendant is required to answer the petition of the plaintiff on the ninth day of October, 1911.

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SETH W. LOWELL,  
By TIBBETS & ANDERSON,  
Attorneys.