

State Historical Society

THE WAGWORKER



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NO. 2

Temple Committee is Looking for a Site

The board of directors of the Labor Temple Building Association met in regular weekly session last Monday evening, President Dickson in the chair. The attendance was the smallest since the formal organization of the board, due probably to the interest in the election held the next day.

The chief item of business transacted was to make final arrangements for the benefit for the Temple Fund, which will be held at the Auditorium on Thursday, Friday and Saturday, April 23, 25. The benefit is tendered by James Fulton and his merry company, who inaugurate their summer tour of the north and west the first of that week. The first three nights will be for the benefit of the Spanish-American War Veterans, and the last three nights for the benefit of the Labor Temple. Full particulars will be found elsewhere in this issue and on the bill boards of the city.

It was definitely decided that it was imperative that the board secure title to a building site in the immediate future, it having become patent that progress will be very slow until something tangible is presented to the general public. The board has exhausted every energy, but for some unaccountable reason the progress has been delayed.

If it is due to the lack of a definite site that will soon be remedied. The treasury contains upwards of \$2,000 and in a short time the board will offer the stockholders their choice of a site. Then the money on hand will be paid down. After that it will be up to the unionists to hustle and save what they already have invested. Something will have to be done to fire the enthusiasm of the men who ought already to be deeply interested.

The committee appointed to visit the unions that have not yet taken stock made reports, and all reported considerable interest manifested in the project and a general desire for fuller information. These visits will be continued until every union has been seen and each one makes an investment or definitely refuses.

It was rumored that a proposed office building project had been abandoned. At that a fine site might be secured at a reasonable figure. A committee was appointed to investigate and report the facts.

Several applications for stock were received and certificates will be issued in due season.

The board will meet again next Monday night at the usual place, and it is to be hoped that there will be a full attendance.

ANOTHER TRUTH.

An Echo of the Recent Prohibition Scrap in Lincoln.

During the recent campaign in Lincoln, the following letter was given space in the Lincoln Daily Journal:

Lincoln, Neb., April 5.—To the Editor of the State Journal: I see you have published some of "The Wagworker" news and I wish to bring its editor before the public so that (to his own expression in regard to one of his creditors) "he can swell up with ego," etc.

I wish to thank Mr. Maupin for saying in today's issue of his paper that his sheet is not the official organ of the labor unions of the city. The impression is very prevalent that it is. This, I am proud to say, as a live unionist, is one truth he has published. The labor unions are, I believe, prouder of the fact than Mr. Maupin is. Many thanks, Mr. Maupin Truly yours, A. M. SWIGART.

A. M. Swigart is a member of the Carpenters' Union. He has asked and been granted the courtesy of space in The Wagworker to set forth his views on certain questions. Having accepted this courtesy Mr. Swigart is so lacking in the instincts of a gentleman as to seize an opportunity to unfairly abuse one who has always treated him with respect. The fact that The Wagworker's policy did not meet with Mr. Swigart's approbation causes this union man to fly to the columns of a newspaper that greedily publishes anything adverse to organized labor for the purpose of venting his narrow and prejudiced spite. If this is the measure of Mr. Swigart's unionism and union spirit, The Wagworker is content to abide by the record. And this is another

truth The Wagworker has published Mr. Swigart, thank you.

NEBRASKA STATE BAND.

Union Musicians Incorporate and Will Organize Fine Band.

The Nebraska State Band is the name of a new corporation recently organized under the laws of Nebraska, the organizers being members of the Musicians' Protective Union of Lincoln and the object being to build up a band that will be a credit to the entire commonwealth. The articles of incorporation will be found elsewhere. The capital stock has been placed at \$5,000, a good portion of which has been paid up.

The incorporators are: Stephen Jalluek, A. J. Bruse, L. E. Wassett, H. J. Gildersleeve, H. M. Jacobsen, W. C. Norton, R. L. Safrek, W. T. Quick, Lloyd Reid, W. T. Pinney, L. R. Plazek and Marion Bell.

Officers—W. T. Quick, president; A. J. Bruse, vice-president; L. E. Wassett, secretary; L. A. Blazek, treasurer.

Directors—H. J. Gildersleeve, Stephen Jalluek and W. T. Pinney.

The organizers have lost no time. Already the uniforms for the band have been ordered and practice is being carried on all the time. In a few weeks the band will be ready to officiate on any needed occasion, and during the coming campaign its services will be in constant demand. It is to be hoped that Lincoln will show due appreciation of the energy and public spirit of the organizers of the Nebraska State Band.

The street railway companies would make a hit as well as goodly profit by employing the band for a series of Sunday afternoon concerts at Antelope Park.

LOCOMOTIVE ENGINEERS.

May Soon Welcome an Honorary Member to Their Ranks.

An interesting story for locomotive engineers comes from Atlanta, Ga., and is told in a special dispatch to the Philadelphia Public Ledger in this way:

"ATLANTA, Ga., April 5.—Ethel

Roosevelt, who yesterday held the throttle of a locomotive on the West Point line for two hours and at times sent the engine along at a seventy-mile-an-hour clip, is to be elected an honorary member of the local lodge of the Brotherhood of Locomotive Engineers, if Engineer John Still can accomplish it.

"Still is enthusiastic over the exploit and is determined to make her an honorary member of his brotherhood. He took up the matter with his brother engineers today and found them enthusiastic also. Still said:

"I think we will elect Miss Ethel at the next meeting. She deserves it for the way she handled that engine. She is as brave as they are made, and her nerves seem to be made of steel. Afraid! Why she wasn't any more afraid than I was and I've been on the road a good many years now. Why she even had the locomotive slang, all right."

"Soon after she took the throttle, I said, 'Let her rip.' 'Let her rip. It is,' was her response, and not by the way she handled the throttle, till the cab began to rock and sway like a small boat in a choppy sea. 'We are making more than sixty,' I said. The girl laughed and said, 'That's going some, but not fast enough,' and she actually pulled the throttle a bit wider. She even managed to ask while we were racing along how many children I had. She is a chip off the old block, all right."

Doubtless the old time Burlington engineers have noticed it, but perhaps some of the younger men never have, but the name of the man who fought the Brotherhood during the memorable strike twenty years ago was Stone, and the man who is now grand chief of the Brotherhood is also named Stone. Funny old world, isn't it.

Thirty years ago the Brotherhood engineers on the Santa Fe were on strike. The strike did not last long owing to the fact that the differences were soon settled. The Burlington strike was the last one of any moment indulged in by the Brotherhood. Since then agreement and arbitration have sufficed to maintain cordial relations.

But if the Brotherhood of today is better generated than it was thirty years ago, the engines they have to handle have made just as much upward progress. Then the machines were small and each engineer regularly ran the same engine. Now the big mogus could hide the old style loco-

motives in their steam domes, and an engineer has no regular locomotive. Then the little fellows were brass bound and had to be kept polished up like silverware; now the big ones are as devoid of ornament as the bridegroom at a fashionable wedding—and about as handsome. Thirty years ago the engine that could sneak along with twenty-five little box cars well loaded was a good one; today the big moguls and decapods and compounds will drag a mile of loaded box cars, each with a capacity equal to four or five of the boxcars in use three decades ago.

Thirty years ago the fireman on a Union Pacific passenger between Omaha and Grand Island was worked to death if he had to feed four or five tons of coal into the firebox. Now he thinks he is in luck if he can keep up steam enough to make time and not have to heave twelve or fourteen tons into the monster's insatiable maw.

"We could feed 'em with a spoon when I first began firing," said an old engineer the other day. "Now a fireman is all in after swinging a big scoop for three or four hours."

"But talking about keeping up steam," remarked a still older knight of the throttle. "I served my time as a fireman on the old Illinois Central when they used the wood burners and had a theory that the diameter of the stack had to be equal to the diameter of the boiler. The result was that a fellow had to be careful when he thrust a stick of cordwood into the firebox to keep from being yanked out through the stack by the draft. That was forty years ago, and every now and then I sweat out a splinter that I contracted in those old days."

"Uh-huh," said another gray-headed engineer. "I remember those days. No brakes. About a mile from the station we'd whistle, shut off steam and wait for the brakemen to set enough brakes to stop the train. Passenger cars were coupled up with links and pins, and the way we'd jolt up the passengers was awful. I tell you there was some science in stopping a train opposite the depot in those days, and still more in getting the tender under the spout of the water tank. Used to have a brakeman for each passenger coach, and he had to have muscles like a Sandow. Talk about emancipating the colored friend and brother. Abe Lincoln's proclamation wasn't it with the emancipation proclamation issued to the 'brakey' by the air-brake that old Westinghouse contrived."

How Supreme Court Hands Things to Us

In the Lennon case, which was an outgrowth of the strike of the Brotherhood of Locomotive Engineers against the Ann Arbor railroad, the supreme court confirmed a judgment against Lennon, who was an engineer on the Lake Shore & Michigan Southern Railway, for quitting his employment rather than haul in his train a car belonging to the Ann Arbor railroad. His action was in obedience to a rule of his organization, and in furtherance of a policy adopted by the Brotherhood to force the Ann Arbor company to accede to its terms. The supreme court held that Lennon's action was an interference with interstate commerce, and that a man had no right to quit his employment at any time or place he saw fit, but if he wished to quit work he must do so in such a manner and at such a time and place as would impose no hardship upon his employer in the performance of a public duty.

In the Adair case, which involved the right of a master mechanic on the Louisville & Nashville railroad to discharge an employe named Coppage because of his membership in the Brotherhood of Locomotive Firemen, the supreme court said: "The defendant, who seemed to have authority in the premises, did not agree to keep Coppage in service for any particular time, nor did Coppage agree to remain in such service a moment longer than he chose. The latter was at liberty to quit the service without assigning any reason for his leaving. And the defendant was at liberty, in his discretion, to discharge Coppage from service without giving any reason for so doing."

Who will reconcile these two decisions? The truth is that even the right to quit work when and where he pleases is no longer possessed by a workman. His employer may discharge his employe summarily and he has no remedy, but if he relies on the rule laid down in the Adair case and quits his job in a manner not satisfactory to his employer he will find that his case will be tried by the rule laid down in the Lennon case.

THE DIFFERENCE.

A bishop of the Methodist Episcopal church declares that he hopes the

Kentucky "night riders" will burn every tobacco barn in the state. This is because he dislikes tobacco. However, this same bishop would doubtless denounce the workingmen who would dynamite a sweat shop or throw a bomb under an oppressor of the toilers. Some men have a surfeit of theology and a woeful lack of Christianity.

THE BUILDING TRADES.

Work Beginning to Open Up in Very Satisfactory Manner.

Work in the building trades line is opening up in a satisfactory manner. The remodeling of the fronts on the north side of O between Tenth and Eleventh is furnishing considerable work, but the bulk of the building is in the residence sections. There seems to be no let-up in the matter of residence building, and scores of new dwellings are going up. Concrete is being used to a considerable extent in small residences and in flats.

The Pepperburg building on West O and the Y. W. C. A. building on Fifteenth and N streets are the biggest brick jobs under way at the present time. The old Arlington hotel at Ninth and Q is being demolished and it is rumored that a big brick wholesale or warehouse building will be erected.

The biggest building job that Lincoln needs is the erection of a union depot—but there seems little likelihood of such a thing coming to pass.

In addition to new residence building the work of remodeling is giving employment to an increasing number of carpenters. By the first of May it is thought there will be no idle carpenters in the city.

So far not a sign of trouble has appeared on the building trades horizon, and relations between contractors and the unions seem to be as amicable as of yore. The unfair contractors of last year are as a rule, just as unfair this year as last.

HARD TIMES PARTY.

Capital Auxiliary Scores Big Success With Unique Social.

Capital Auxiliary No. 11 had a "hard times" party at Bohannon's hall last Friday evening, and the members are rightfully proud of the success scored. The attendance was the largest in the history of Auxiliary socials, and the enjoyment was fully up to the standard. Good union music was furnished and dancing was indulged in until the clock warned of the approach of the last cars home.

Some of the costumes worn were remarkable. Ernestine King showed up disguised behind a corncob pipe and inside of a ragged smoking jacket. Billy Bustard looked like the fag end of a Coxey army, and Colonel Jones of elongated fame heralded the approach of famine. Mr. Zabel and Miss Marguerite Barngrover, disguised as "Happy Goons," were given the first prizes by the impartial judges. Several ladies were appropriately costumed in rags and tags. Refreshments were served at the proper time and in abundance. A cheerful feature of the evening was the unusually large attendance of printers.

WILL ENDORSE CANDIDATE.

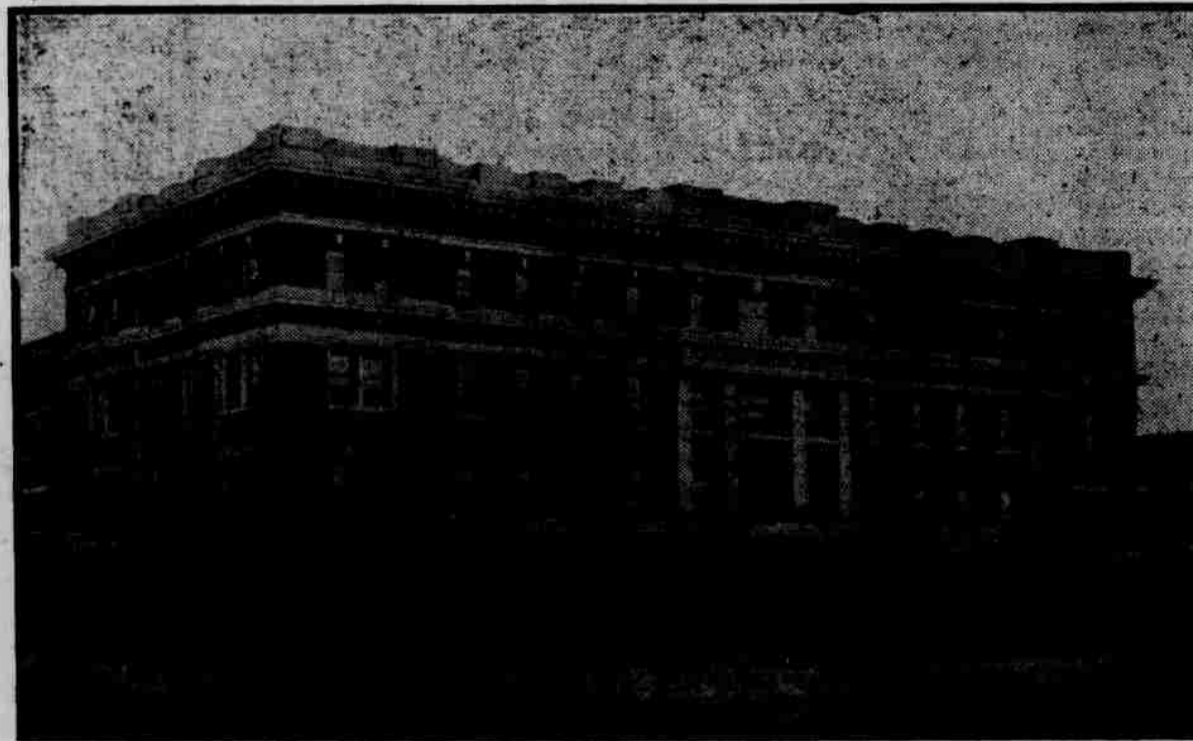
Union Labor Will Get into the Political Game.

Organized labor will support a presidential candidate friendly to the cause of labor without regard to political affiliation, according to John Mitchell, former president of the miners, who was in Washington last week for a conference with President Roosevelt, with whom he had an appointment.

"In the choice of a candidate," he said, "the instructions of the American Federation of Labor will be followed, as will the instructions as to the exact part organized labor shall play in the congressional campaign."

The new death benefit system of the Hatters' International union calls for \$100 for the first five years or less and increases at the rate of \$10 for each year the man has been a member.

LABOR TEMPLE FUND BENEFIT



Auditorium, Thursday, Friday, Saturday, April 23 - 25.

On the above dates benefit performances will be given for the Labor Temple Building Fund by James Fulton and His Merry Company. A new company of players, under competent management. One hundred people in the cast. Special scenery and costumes. Presenting the comedy drama :

"THE LAND OF GOLD"

Labor Temple "Boosters" will sell tickets exchangeable for reserved seat tickets at the Auditorium box office. Proceeds after expenses are paid will be donated to the building fund of the Labor Temple Association. Buy tickets for yourself and sell some to your friends.

Admission 50 and 25 cents. Your Choice of Performances.