

# THE WAGWORKER



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NO. 42

## Among the Live Ones Here and Hereabouts

Lancaster Local No. 20, International Gloveworkers of America is a new union in Lincoln that is knocking at the door and asking for a welcome to the household of the faith. And its welcome will be hearty enough to satisfy the most exacting of its members. The charter of the new local has been received, the union is offered and equipped, is holding regular meetings and is using the union label. J. E. Potter is president and Mrs. Gertrude Erwin is secretary. The local will meet the first Monday night of each month at 843 G street.

The new union has started out in fine shape, and its prospects are unusually bright. It will cultivate the social as well as the industrial features of organization, and each meeting night after all business is transacted a social session will be held. To these social sessions all friends are cordially invited.

As yet the union gloveworkers confine their work to the manufacture of work gloves, but they expect in good time to be engaged in the manufacture of gloves of all grades. That glad time will come all the sooner if the union men and women of Lincoln give the new union the proper support.

It is but the just due of the Deputy-Spangler Hat Co. to say that it assisted its employes to perfect the organization. This company is the only glovemaking concern in Lincoln, and it has shown the most friendly feeling towards organized labor. Because of this friendly spirit the firm is entitled to the patronage of Lincoln unionists, and their moral support as well. "The Deputy-Spangler Hat Co. makes the famous "Hardy" brand of work gloves, and hereafter every glove turned out from its factory will bear the union label. Let Lincoln unionists bear this important fact in mind.

To Lancaster Local No. 20, International Gloveworkers of America, The Wagworker extends its best wishes and assurances of its willingness to lend them every possible assistance.

musician in Lincoln has been pressed into service for this occasion, and a dance orchestra of thirty-five pieces will be provided during the entire evening. This will be the largest and best dance orchestra that ever rendered dance music in Lincoln. The music will of itself be a rich treat, and in order to give music lovers who do not dance an opportunity to enjoy it, balcony tickets will be sold for twenty-five cents each. Tickets for the concert and the dance will be sold for \$1 each, with a charge of 50 cents for extra lady.

The auditorium will be tastefully decorated for this occasion, and the evening of February 2 promises to go down in Lincoln's social history as a red-letter date.

### TYPOGRAPHICAL UNION.

Plans for Twenty-Sixth Annual Ball Have Been Agreed Upon.

Lincoln Typographical Union No. 209 is going to make its twenty-sixth annual ball a record-breaker. This much is assured by the plans that

halls adjoining. This will obviate all crowding and assure everybody of an opportunity to dance.

Work is plentiful in Lincoln right now, but there are a lot of extra printers on hand and work is not being delayed.

The old effort to have the house and senate journals printed and laid on the desks of the members every morning has been made—with the usual failure. The legislature wants the work done, but it does not want to pay for it.

Machinist Albert A. "Speedy" Hall, well known to Lincoln printers, is now working on the Daily Ledger, Tacoma, Washington.

### ASKING FOR PROTECTION.

Railroad Brotherhoods Demand a Chance to Live a While Longer.

The Railroad Brotherhoods of Nebraska are interested in a bill shortly to be introduced in the legislature, which will prohibit the running of freight trains of more than fifty cars in length. The Brotherhoods will urge the passage of this bill, and claim that the arguments in favor of enacting it into law are unanswerable. The legislative committee of the

also causes live stock to bunch up and crush each other.

"It is absolutely impossible for a brakeman to properly inspect trains of more than fifty cars. Boxes become heated, burn off before being found. Brake beams may drop down and drag for miles. Frequently large trains go over an entire division without being inspected. And on crooked track with long trains, it is sometimes impossible to get signals to the engineer for miles at a time. A train of one hundred cars—not uncommon under present conditions—is more than 4,300 feet long, or upwards of four-fifths of a mile. One hundred-car trains can not be started or stopped as easily or as safely as a fifty-car train on account of the excessive weight and danger of breaking apart. Nor can these long trains make as good time on account of delays in starting and at meeting points.

"In case of a broken draw gear one man must protect the rear of the train with a flag, and should the break require the use of chains the conductor and one brakeman must do the work alone. If the head man happens to be inexperienced the work is necessarily very hazardous, it being necessary for both men to be under the car with no one on the lookout.

## Carpenters Rejoice Over Occupying New Quarters

Lincoln Local No. 1055, United Brotherhood of Carpenters and Joiners, celebrated its occupancy of its new quarters in Bohanon's hall last Monday evening by holding a social that was one of the most successful affairs in the history of local unionism, and by far the most successful in the history of this particular organization. The guests were not limited to the membership of the local, but the wives and children were invited, together with non-union carpenters and their families. A fine musical and literary program was rendered, and at the proper time an oyster supper was served. Upwards of one hundred gathered at the hall to enjoy the evening.

For a long time the carpenters have been meeting in a dingy hall where they were ashamed to invite their wives or children. On the first of January they moved to Bohanon's hall, where they have elegant quarters and the use of the banquet room once a month. This was enough to celebrate over, and like any other set of god-rattured boys the proceeded to cele-

teacher in the Bethany schools and an elocutionist of note, recited two pleasing numbers. Mrs. Davis, who is visiting Bro. Scarce's family, also favored the assembly with two pleasing selections.

After the rendition of the program supper was served in the banquet room. The supper consisted of two courses—oysters and then another dish of oysters, with trimmings. If anybody failed to get a sufficiency the fault lies with the one scoring the failure. The lady who had charge of the hall and dining room can make good oyster soup, and is not afraid to put in an oyster once in a while, and sometimes two or three times in a while. The tables were served by Misses Scarce, Eulah Scarce and Vera Roach.

Rev. H. O. Pritchard, pastor of the Bethany Christian Church, was to have made an address on "Some Things Labor Needs," but sickness in his family made it impossible for him to be present. Rev. P. M. Orr, pastor of St. Mark's Reformed Church, was present, however, and was pressed into service. There was no hesitancy in asking Rev. Mr. Orr to talk, for the union men of Lincoln know where he stands on the question of organized labor. He is a union man, himself, having been an active member of the Iron Ship Builders' Union—we've forgotten the exact name—in Philadelphia, and worked for several years in the Cramp shipyards. The assembly got from Rev. Mr. Orr just what it expected, a logical, argumentative and clear-cut union labor talk.

"What labor needs," declared Rev. Mr. Orr, "is justice, from the supreme court down, which it does not get. Labor needs the unions, and the unions need all the workers in them. To refuse to affiliate, and so fail to share in the burdens and responsibilities, while getting the benefits, is cowardly. Labor needs the church, and it should get in and drive out those who are abusing their positions, beginning with the big men like Carnegie and Rockefeller.

"Jesus said, 'It is easier for a camel to go through the eye of a needle than for a rich man to enter the kingdom of heaven.' The claim that the Master referred to a little gate is false. The Greek, in this case, meant just such a needle's eye as one will find in the needles used in making tents or bags. The wealth of Carnegie is the product of the sweat and blood of men deprived of what was justly theirs. These rich men are in the church only because the working men tolerate them; they do not belong there and the workingmen should get in and drive them out.

"No working man is doing his whole duty who is not in some church, a working member, and the particular denomination is of little or no importance just so the worker is pulling his share of the load."

It is to be regretted that Rev. Mr. Orr's speech was not reported in full. It hit the right spot with those who heard it. President William Dullenty and Financial Secretary Dickson were called out and made very brief remarks. The final number of the evening was a recitation by Miss Tully. This number was a rare treat, but was missed by many who felt compelled to go home early in the evening.

The presence of the wives and children of the members added a great

(Continued on page 5)

## THE FORCE BEHIND JUDGE WRIGHT

In every union are found men always whimpering and finding fault.

They find fault with everything.

They are simply union-meeting union men. They don't favor protest meetings or the passage of resolutions. These are too tame for this brand of fire eaters, who can't see that laws are only the reflection of public opinion.

Resolutions against western mine owners in the case of Moyer, Haywood and Pettibone, the Russian refugees, or Judge Wright's decision are simply wasting time in the opinion of those who wonder why we don't capture the government by simply voting one way.

This delightful theory is O. K., and the emotionalist and sentimentalist has his place, but it is interesting to note the tactics of our opponents, while we are either dreaming or boasting of a supposed strength, so often indulged in by not only the dreamer, but by "pure and simple" trade unionists, who never step beyond the confines of their lodge room, and who know nothing of the world beyond.

Workers have allowed their opponents to capture public opinion while they have been quarreling on tactics to build the road leading to economic and political emancipation.

The million and a half fund raised by union smashers has been expended in the most effective way—education and the employment of brains. The writer knows of Toledo business men who receive every morning packages of anti-union literature. Appeals to join some Citizens' Alliance or Metal Trades come every week. A record of defeated labor legislation in every state and the national capital together with decisions against unions is given publicity. Trained newspaper men are placed in charge of well printed magazines,

such as The Square Deal, American Industries, and other journals backed by the Posts and Van Cleaves, who distort the objects of labor, and who appeal to the prejudices of their readers, unacquainted with the other side, because workers, in their simplicity and trustfulness, depend upon their foes to give them justice.

Nor do these anti-union organizations confine themselves to combatting labor. They take positions on all public questions, and while it may be said that their activity is only a cloak, the fact remains that a movement always before the public carries weight, and is a lever in the moulding of public opinion, and aids these labor crushers in creating pliable judges, when these courts note the divisions of labor, their sparsely supported press, their lack of political solidarity, their bickerings, their failure to spread the gospel of trade unionism to the unorganized, and the ease with which they are divided.

We think our failures and our faults are unnoticed. We imagine judges fail to see the solid lines opposed to us—the press, the business man, the educator—made possible because we accept their views (handed us by our opponents) while we delude ourselves in the belief that we are in the "labor movement" because we attend an occasional meeting of our union and register a ferocious kick at something we don't like.

Judge Wright's decision is monstrous, but let us confess it is the culmination of a well-laid campaign, waged unceasingly and cleverly against labor, with our press asleep, our officers interested in jurisdiction fights, and all of us playing the "safe and sane" game in a desire to be known as conservative, while our foundation has been undermined and our structure coffer-dammed by those who worked while we fancied an occasional brick would dislodge a foe we now find strongly entrenched—Toledo Union Leader.

have already been agreed upon. The committee has practically completed all arrangements, and already enough tickets have been sold to guarantee a social and financial success. Governor and Mrs. Shallenberger, Lieutenant Governor and Mrs. Hopewell, Speaker and Mrs. Pool and the members of the legislature will be the especially invited guests of the union on this occasion. The ball will be held at Fraternity hall on February 17, and Quick's orchestra will furnish the music. Capital Auxiliary will have charge of the refreshments and will assist in receiving and entertaining the guests. If the attendance is larger than usual—which now seems beyond question—an innovation will be sprung. Two orchestras will be provided and the same program of dances will be carried out in the two

Wrecks are frequently caused by boxes running hot and journals burning off. On an eighty- or hundred-car train it is simply impossible for trainmen to detect hot boxes until they blaze up, and the journal might burn off before a signal could be got to the engineer. And should a car in the middle of an eighty- or hundred-car train break down, or a brakebeam drop, it would be out of sight of either the engine or caboose crew, and the whole train might be in the ditch before anybody knew there was anything wrong.

"Besides all this, one-hundred-car trains are not really economical. An engine can haul more cars over a division in sixty days at fifty cars at a time than it can at one hundred cars at a time. Every practical railroad man knows this.

"Our business is hazardous enough under the best conditions. In fact it is the most hazardous of occupations. And we want the laws so framed as to give us the greatest possible protection. The best we can get would be the worst that one could think of, and we believe we are asking only what is right when we ask for the enactment of a law limiting the length of freight trains and specifying that the train crew shall consist of enough men to provide something like safety in the operation of the train."

The announcement of Will Maupin that he will continue to edit the Lincoln, Neb., Wagworker, while holding down the job of commissioner of labor for Nebraska, meets with the approbation of his brother editors in the labor movement.—Washington Trades Unionist.

### THE MUSICIANS.

Promise to Make Their Annual Ball the Year's Greatest Event.

The Musicians' Protective Union of Lincoln asserts with emphasis that its annual ball is going to be the greatest social event of 1909, and the way the members are working to that end is a guarantee that the claim is well founded.

Last Monday a committee waited upon Governor Shallenberger and invited him to be the guest of the union on the festival occasion, and the governor accepted.

The second annual ball of the Musicians' Union will be held at the auditorium on February 2, and in this connection a few words about the condition of the dancing floor on that occasion may not be amiss. The floor will be in first-class condition for dancing, for it will be waxed to perfection. The union is paying enough extra for rent to permit it to fix the floor as it deems best—and the best will be provided. Lovers of the dance need have no fears that the floor will not be in first-class condition.

At 8:30 a band concert will be given, the band being under the direction of Mr. Carl Steckelberg and made up of the best bandmen in the west. It will be a musical treat such as Lincoln has not had the opportunity of enjoying for a long time. Every union

Brotherhoods is already in Lincoln and is getting the proposed bill in the proper legal shape so there will be no doubt of its being able to stand the constitutional test in case it is favorably acted upon by the legislature.

"Some people may think this is a covert attempt on our part to increase the number of men that must be employed," said a member of the legislative committee of the Brotherhoods, "but that is not the case. That may or may not be one result of the enactment of such a law. But one result will be increased safety for the railroad employes and for the patrons of the railroads. Let me give you a few of the reasons why this fifty-car train bill ought to pass. A train of fifty cars is all that two men can safely watch and care for. Of course you must understand that the conductor has little or no time to attend to any part of the work of caring and watching. A train of fifty cars is over 2,000 feet long or a little more than a third of a mile. More than one-half of this distance is too great a range of vision to detect hot boxes or broken cars. Two thousand feet is the extreme limit of safety in interpreting signals, and then only when weather conditions are favorable. This is the distance required by most roads as physical test for the eyesight.

"Then, again, there are from twelve to sixteen inches of slack in each coupling, and this slack, running up or bunching, frequently causes cars to leave the rails or buckle up and crush, making it dangerous for emigrants or persons traveling in charge of live stock, and

brate. They sent out neat invitations to friends and members of their families, and added a number of non-union carpenters to the list of invited guests. They were much gratified to see a number of the non-unionists present at the social, too.

Miss Eulah, daughter of Bro. Fred Scarce, rendered two pleasing selections on the piano, and Miss Beulah, daughter of Bro. Gillespie, recited a humorous selection about her "shadow." Prof. G. H. Walters, choir leader of the East Side Christian Church, sang the new labor song, "The Ninety and Nine," mention of which was made in The Wagworker last week, and was warmly applauded. Mrs. Pugsley presided at the piano while Prof. Walters sang. Then these two sang a comic duet, "The Family Quarrel," which brought out a round of hearty applause. Miss Mary Goss, a

**Second Annual Ball**  
**Musicians' Protective Association**  
 Lincoln Local No. 463  
**Auditorium**  
**Tuesday, February 2**  
 CONCERT BAND, 25 PIECES    ORCHESTRA, 25 PIECES  
**TICKETS, \$1.00**

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**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**