

Traction company managers will assure the Division's committee a respectful hearing as representatives of the organization, between certain specified dates, the men will readily pledge themselves not to strike during fair week.

Instead of giving this assurance Vice President Sharp immediately boasted that he had put the men "in a hole," and proceeded to make matters worse by violating what was in fact a flag of truce. He, or some one in authority in Lincoln Traction company affairs, caused to be inserted in one of the Lincoln papers on Sunday morning, August 29, an advertisement for motormen and conductors, "married men preferred." This, too, in face of the fact that ever since the organization of Division No. 522 the management had been adding extra men with unwonted rapidity. This activity on the part of the Lincoln Traction company managers was not unnoticed by the regular men. They knew all the time that it was merely part of a concerted plan to disrupt their organization. But they made no protest. They thought, as they had reason to think, that business men like Mr. Sharp and Mr. Humpe would at least refrain from underhanded methods. That they were mistaken is evidenced by the appearance of the advertisement mentioned, and by subsequent boasts made by Vice President Sharp to the effect that having put the men "in a hole," and staving off trouble until after the state fair harvest of nickels, he didn't care what the men did; that the company would be ready for any trouble by that time. In the meantime new men were being broke in on nearly every run, and it was plain that the company was violating the flag of truce so generously offered by the men.

So rank has become the discrimination against the older men in the service who have joined Division No. 522, and so plain the favoritism shown some of the old men who have refused to join with their fellows in a concerted demand for better conditions, that the men can no longer ignore it.

The general public should fully understand the situation. The motormen and conductors are paid a sliding scale—the new men receiving the minimum, and the wage increasing until the end of the fifth year, when the maximum is reached. This is a tacit agreement that when a man begins he shall have every fair opportunity to reach the maximum. But what show does a man have to reach that maximum when the company's managers can discharge him for any reason at all, or for no other reason than that they can get a new man to do the work at the minimum instead of paying the older man the maximum? The fact is, that as soon as a man enters the car service he secures an equity in the higher wage schedule, and in common justice he should have some protection thrown around him in order that his equity may not be wiped out by the personal or selfish motive of some man in authority. It is for this purpose, among others, that the street railway men have organized. They want the Lincoln Traction Company to agree to a condition that will protect the equity the men have in the maximum wage. The fairest way to do this is through a grievance board, such as is recognized by the great steam railway corporations of the country. It does not mean that the Lincoln Traction Company may not discharge a man when it sees fit. It merely provides that it can only discharge for cause, and that if the discharged employe thinks the discharge is unjust, he may have the matter considered amicably. If the discharge was warranted, then the matter ends. If not warranted, the man is to

be reinstated and paid for the full time lost by reason of the discharge.

The Amalgamated Association of Street and Electric Railway Employes, Division No. 522, submits in all fairness that this demand is just, and that in no other way can the rights of the men, their equity in the maximum wage, be protected.

They are also asking for an increase of wages—an increase that is only just and fair. It is not larger than other cities of Lincoln's class, and not so large as most of them. Neither is it too high when one takes into consideration local conditions, rents, cost of living, etc.

But to all these reasonable demands the managers of the Lincoln Traction Company have turned a deaf ear. They have also tried to take undue advantages that illy become men who pretend to be honorable business men.

GENERAL LABOR NOTES.

Reports say that all towns throughout Iowa are planning for big times on Labor Day.

The grocery and provision clerks of Brockton, Mass., are on strike for a shorter workday.

Union signwriters in Boston have won their demand for an increase of 50 cents a day in all but five shops.

A committee has been appointed by the Allied Building Trades of Philadelphia to select a site for a labor temple.

Zanesville (Ohio) painters have been granted the eight-hour day. The scale agreed to calls for a minimum wage of \$3 a day.

During the last two months thirty-seven new locals of building laborers have been formed in different cities of the country.

The Trade and Labor Council of Hamilton, Canada, has appointed a committee to decide on the advisability of building a labor temple in that city.

The labor department at Ottawa, Canada, reports that 86,806 working days were lost and 4,701 employes affected by trade disputes during June.

The receipts of the Labor Day celebration in Los Angeles, Cal., will be turned over to the Labor Temple association to help complete its magnificent labor temple.

At Toledo, Ohio, a prize will be awarded to the union displaying the most appropriate motto in the Labor Day parade. Last year this was won by the Carpenters' union.

The bill posters of Boston, who were on strike for three weeks for an increase in wages and better working conditions, have been successful in their strike, winning a complete victory.

The Italian lime burners at Rockland, N. Y., went on strike for an increase of from \$1.50 to \$1.85 per day, and free and independent American seabs went to work in their places for \$1.75.

The San Francisco Box Makers' and Sawyers' union is agitating the proposition to establish a co-operative factory, and declares that if a settlement with the factories that are holding out is not reached the necessary steps will be taken to start the new factory.

Massachusetts placed in employment an average of forty-nine men a day last year from its three employment bureau offices in Springfield, Fall River and Boston. This year an average of 50 men a day have been given employment through the Boston office alone.

A strike in every city and town in Oklahoma in support of the eight-hour law, involving 30,000 laborers, is predicted by Deputy State Labor Commissioner Wiley. The trouble started when the labor com-

missioner enforced the eight-hour law and the employers cut wages to correspond with the reduction in hours.

The Switchmen's union is the only railroad organization in Kansas City, Mo., which will take part in the Labor Day parade.

CONCERNING SOCIAL RECOGNITION.

An end to all classes and class struggles! Have not the great leaders of labor, John Mitchell and Timothy Healy, basked in the light of the Japanese lanterns on the terrace of the summer home of Mrs. J. Borden Harriman? And has not that kind lady congratulated the great labor leaders "upon their deliberate adoption of the brotherhood standard?"

An end also to misery and poverty and ignorance and crime! Has not Mrs. Harriman, who has toiled all her life to help her parents and her husband maintain their homes in decency, has she not declared that the "making or marring of a man's career is primarily within himself, and does not depend upon the conditions of society?" All of us may now become rich and prosperous, educated and refined without forcing others to give us the fruits of their labors, without hurling anyone into poverty and a life of crime and shame. The social problem has been solved through "sweetness and light."

There remains but one unimportant question: Does the husband of Mrs. Harriman, the great Wall street banker and broker, in whose offices hundreds must have made and lost fortunes, accept the views of his wife? Does he also believe that "the making or marring of a man's career is primarily within himself, and does not depend upon the conditions of society?" Or to put it more concretely so as to apply it to his own business, does he believe that a man can make a fortune in his offices without being initiated into certain "conditions of society," for example, the plans of Morgan, the Rockefellers, E. H. Harriman, Schiff, and others, including Mr. J. Borden Harriman himself who—for aught one knows—may be playing the game against some of his own customers?—New York Daily Call.

THE CIGARMAKERS AND THE LABEL.

The Cigarmakers are entitled to the credit for instituting the union label movement. They had a lot of trouble with it, to be sure, but they made it win, and as pioneers in the game they have a right to feel proud of what has been accomplished. In 1874 a lot of cigarmakers in San Francisco adopted a "white label" so as to distinguish the cigars made by white men from the smokes made by Chinamen. The plan worked well, but in 1875 confusion was caused by the St. Louis cigarmakers adopting a "red label." By this time it was seen that the label was a good weapon, and in 1880 the Chicago convention of the Cigarmakers' International Union formally adopted the "blue label" as it exists today. It was the first label definitely adopted for use on manufactured goods, and from 1880 to the present time the union cigarmakers have been pushing the label game strenuously and successfully.

THE LINCOLN WALL PAPER CO.

This is the largest decorative establishment in the city. They carry an immense stock of wall paper of all grades, and prices to correspond. They are extensively engaged in the contracting of papering, painting, and all kinds of decorative work and employ a large number of workmen at all times.