

Fatal Explosion on Santa Fe

Desoto, Kan., Jan. 18.—The locomotive drawing east bound Santa Fe freight train No. 36 exploded on a bridge near here this morning. The bridge was demolished and the engine and fourteen freight cars went into the creek. F. W. Bartell, engineer; W. W. Dortch, fireman, and H. E. Shaw, brakeman, all of Argentine, Kas., were killed, their bodies being buried under the wreckage.

Considering the large number of appalling railroad wrecks reported by the newspapers, the foregoing will be considered insignificant by the public. Instead of being insignificant it is a matter that deserves close attention. There have been more wrecks caused by boiler explosions on the Santa Fe road in the past three years than on all the railroads of the country combined during the same time.

The reason of this is owing to the Santa Fe locking out the machinists in its employ some three years ago because they would not submit to the machine and boiler shops being turned into a section of Dante's Inferno—through the introduction of the piece work system.

The strike or rather lockout is as vigorous to-day as it was when it commenced three years ago. The company has been able to get some scabs, mostly all incompetent machinists and has been able to move its trains through getting new locomotives built in the factory, and when the new engines get run down so bad that the scabs can no longer repair them, they are put aside to wait until the debate between the Santa Fe and the union has been decided.

It is said that nearly 1500 engines are lying on the side tracks waiting to be repaired.

When the company gets hard pinched for engines a committee of the bosses lies to the bone yards—the side track where the dead engines are—looks over the engines, picks out one of the crippled ones and tries to get an engineer and fireman to take a few more trips out of it.

The result of this is, boiler explosions, engines jumping the track, leaking steam so bad that the crew can not see the signals thereby causing head end collisions. It is safe to say that ninety per cent of the wrecks on the Santa Fe during the past three years have been the result of using crippled locomotives.

With all the investigations on railroad accidents and car shortage by the federal and state governments and inter-state commission, legislation on hours of labor of trainmen, safety appliances, block signals, if the attention were turned to the grievance of the machinists' and boiler-makers' union on the Santa Fe and Grand Trunk railroads, the cause of nearly all the trouble they are seeking to remedy, would be found. But then the remedy might reduce the dividends of the corporations and strengthen the unions, so no relief can be expected from that source as long as corporations own the lawmaking powers.

COAL SITUATION STRENUOUS

The coal situation in recent years is doing much toward working out the principles of collective ownership of the means of production and distribution. Coal is essentially a necessity. All of it that is produced in the United States is owned by corporations and individual operators—a very small percentage of it by the latter. Theoretically, lawfully—as the laws go—the mines, the coal lands, the machinery for production, the transportation facilities for distributing the product, all are matters of private ownership; and the product itself—that is so essential to sustaining life in the north temperate zone, is owned by trusts and combinations to do with as they will. The law assumes or pretends to assume one is a free agent and does not have to buy this commodity from the trusts. Of course, one does not have to buy coal, he can freeze to death, he can see his babies shiver and freeze. In theory he does not have to buy, in actual practice he is a veritable slave, for the reason that he has to dance to the music of the trust to get the thing that is necessary to sustain life.

Either the trusts (or other private owners) own the coal, or they do not own it. If they own it, then it is theirs to do with as they please; if they cannot do with it as they please, then they do not own it absolutely—their ownership is nominal, is conditional—in fact it exists only in the toleration of the people.

Almost daily one reads of "mobs"

State Socialism by Joe Dixon

The event of the past week was the election of Joseph Dixon of Missoula to the United States Senate as the successor of W. A. Clark of putrid smelling repute, and the colleague of Carter, the senior senator. The occasion showed how easy it is to do things if you just let one big concern like the Amalgamated run it all. Dixon was elected on the first ballot in each house. The next day the joint assembly confirmed the election. Mantle was never even mentioned. It was a triumph of the young, new and scientific trust method over the old corrupt, clumsy politics. In other words it was complete defeat of the Carter machine, and a triumph for the new Roosevelt way of doing things. Dixon has openly been heralded as Roosevelt's candidate, and in his speech of acceptance (already prepared) he practically outlined the Roosevelt policy. The speech sounded good to those who still think this government is run by all the people, and not by simply the large capitalist class. He said the cure for the evils of democracy was more democracy.

Dixon without doubt outlined the Rooseveltian policy, speaking as one near the throne. Dwelling on the forest reserve question he advocated the holding of public lands by the government withdrawing them from the entry to homesteaders, renting them out to lessees, and with the revenue thus obtained putting through great projects like the making of huge irrigation canals. Mr. Dixon said the reserve lands of Montana alone would bring a revenue of \$2,000,000. This is a radical new departure in government policy. It marks the passing of orthodox republicanism and the advent of the new. And this new republicanism is practically the Henry George theory, liberalism, Bismarckism, state socialism coming up to quiet the revolutionary demands of the workers.

Roosevelt's hysterical attack on the "agitators" in his message has warned us what to expect. The discontent of the workers is to be quieted with the soothing syrup of state socialism. That is the dear good capitalists are going to give us everything nice except get off our backs.

This is the first popular exposure of the way the wind is blowing. Liberal legislation will now be the order of the day. But it is the iron hand in the velvet glove, the claw in the velvet paw.

J. L. Fitts, national organizer, was assaulted in the post office at Fairmont, W. Va., by J. A. Watson, who claimed to be a deputy sheriff. Watson also followed Comrade Fitts into the street and again punched and kicked him and ordered him to leave the town. Later the mayor informed Comrade Fitts "That it was dangerous for him to stay in the town in view of the intense feeling." A lawyer said, "We would have a hard time to prove anything, few cared, if they dared, to give testimony. The courts are owned or controlled by the Coal Co."

of citizens holding up and taking possession of coal trains, and by actual force of numbers taking away from the legal owners thereof whole trainloads of coal. As our laws stand, is not that virulent anarchy? It is absolutely as lawless as the holding up of the express safe. Yet who will dare attempt to punish anarchy in that form. The writer assuredly justifies such action, and wishes merely to show the absurdity and inconsistency of maintaining laws that of necessity are swept aside, by all, in periods of stress. Such laws are not and cannot be binding. If they were, then the lives of the multitude are at the disposal of the trust managers. Such laws are binding only when the people submit to them, and the people do submit sufficiently to permit the winning of exorbitant profits by the nominal owners. It should be clear even to the unthinking that there can be no ownership of anything whatever in a real republic save by the consent of the citizens. But, in this republic our laws heretofore have been made much oftener by the judiciary than by the people.

Adverting again to the coal question, the needs of the people this rigorous winter have subjected them to gross and unjust charges for this necessity. In many cases the prices have been cold-bloodedly advanced for no other reason than that the people have had to have coal and have had to pay the prices asked no matter how exorbitant. This brings us face to face with

New Slave Bill Sixteen-Hour Bondage For Railroaders Hypocritically Advocated by Corporation Flunkeys

Rejoice, ye railroaders, rejoice, for the hour of your emancipation has come! The legislative assembly of Montana is about to create a law limiting your work day to sixteen hours and fine the boss \$100.00 or put him in jail thirty days if he works you longer.

H. J. Miller, the lawyer who defended the Livingston concrete company in the courts for violating eight hour law, has introduced bill No. 58 entitled "An act to regulate the hours of labor of locomotive engineers, firemen, conductors, trainmen, operators and agents acting as operators, and to provide a penalty for the violation thereof."

The bill makes the legal workday of trainmen and telegraph operators sixteen consecutive hours in any twenty-four hours.

The greatest farce attached to the bill is that it legalizes the sixteen hour day of labor for telegraph operators, when at present they work only twelve hours.

For years the telegraphers' union has tried to secure the eight hour day on the railroads that pass through Montana but failed to do so. During the summer of 1905 the operators on the G. N. and N. P. railway went on strike and one of their demands was an eight-hour day.

For years the operators have fought and struggled for eight hours for work, eight hours for sleep and eight hours to play, but the corporation legislature of Montana considers telegraphers work only play and vote to make it sixteen hours for work and eight hours to sleep, just reversing what the operators have tried for years to secure.

The bill also extends the principles of benevolent feudalism to the trainmen, in as much they are to have eight hours' rest after working sixteen hours, so that they will be able to work other sixteen hours. This is one of the reactionary features of the bill. At present train crews can call for six, eight or ten hours rest when they reach the end of the division regardless of the number of hours they have worked, and it requires no bills introduced by lawyers to secure this rest for them. How the trains crew will for after the bill becomes a law is a conundrum to any. It takes a way freight train from twenty to twenty-nine hours to travel a division of one hundred and twenty five miles in Montana, and owing to the large volume of traffic and the lack of side tracks it is impossible to shorten the time, and such conditions will remain so for years to come. Such being the case, we suppose that after a train has been on the road sixteen hours it will pull into a side track, all hands repair to the caboose or an empty box car and take a nap until the eight hours are up or hunt a farm house for something to eat. When the eight hours' rest is up, the crew will take the train to its destination or until sixteen hours more have past, then locate another side track for another eight hours' nap.

Any good features that might have been in the bill would be annulled by a provision which prevents the train crew from tying up any passenger or mail train between terminals. This clause easily keeps the railroads from violating the law, as any train tied up on a side track can be construed as meaning tying up a passenger, by keeping another freight from entering the side track to allow the passenger to pass. So boys, your nap in the caboose or empty box car on a side track will be an iridescent dream.

On Monday afternoon the bill was under consideration. Whiteside of Flathead county moved an amendment making the railroads liable for damages for accidents to employees who work over sixteen hours. Miller of Park objected to this, asking why was it that they wanted to amend now,

the fact, the fact that is incontrovertible, namely, that the consumer would have to pay any price that may be asked, no matter how high. When they raise the price of coal fifty cents a ton, it is only through forbearance that they do not raise it fifty or a dollar fifty more. There is nothing to prevent but mob law. We must have coal to live, the coal available is owned by a few, we are at the mercy

of those few. Can any law be devised to regulate the price of this commodity? If such a law can be devised, then it would be a form of what is termed confiscation.

When we attempt to confiscate, then we had infinitely better go the whole way and take back for the people, for the use of all the people, that that NATURE placed on EARTH for the use of the Sons of Men.—George Burke

when everything was agreed on in committee.

Swindlehurst of Park county said, "Miller says he objects but he does not tell us his objections."

Miller remains mum. Ross of Missoula, a derelict fireman and old party office hunter, hurried to Miller's assistance saying that Whiteside's amendment would make the bill unconstitutional.

So it would if it were to insure the railroadmen getting damages for injury received. Railroaders are not supposed to come back at the corporations for injury received. Whiteside claimed his amendment was considered by the best legal talent in Montana and he was advised that it would be alright to put in the bill. The amendment was lost.

Whiteside went to the bat again with another amendment. He wanted the express messenger included in the bill.

Miller took the carpet again in favor of his pet measure, stating that he had studied and thought on this question for two years and that he speaks for railroad men, that it was exactly like the La Follette bill which railroad men wanted and petitioned for. Miller here stated an absolute falsehood when he said railroad men wanted the La Follette bill. The congressional records show that petitions from railroad brotherhoods all over the country were read in the U. S. senate protesting against the La Follette bill and asking that it be not passed.

Whiteside insisted that the expressmen should be protected as well as the rest, as they were human.

Ross jumped to Miller's assistance stating that the bill was not for the benefit of railroad men but for the protection of the travelling public, to prevent wrecks. Turning to Whiteside he yells, "Express men do not run trains; why didn't you include the mail clerks, or go to the back shop and put the machinists in the bill?"

This shows what sort of an ignorant Ross is. He is not aware that mail clerks' legal hours for the week are a long way from being one hundred and twelve hours the same as they want to legalize for the train crews, or attempt to legalize. One hundred and twelve hours per week for machinists would mean a general tie up of every machine or back shop.

The Whiteside amendment was lost and the Miller bill went through with a whoop.

During the debate on the measure Miller stated that he drew the bill up, but it is rather strange that a similar bill was introduced in the senate more than two weeks ago; more over, it was stated around the lobbies of the hotels that Wm. Wallace, the Northern Pacific attorney, had drafted a bill to legalize the sixteen-hour day.

Miller also said that railway men devised the bill. What railway men? Superintendents, general managers or what? One thing is sure, no resolutions were shown coming from the railway brotherhoods, no committees were representing them, no communication or committee were sent by any telegraphers' union in Montana asking that their work day be legally increased four hours per day. When the representatives were asked what railroad men said it was what railroaders wanted, they said Berry.

Berry is a passenger conductor running out of Helena and is generally recognized as a professional witness of the Northern Pacific in suits against that corporation.

He is hated by railroad men in general, and some of them suspect him of being a company man, in other words, a spotter.

This is the man that is quoted as saying the bill is what the railroaders want. The bill is undoubtedly a corporation measure, gotten up to forestall the shorter work hours for railway employees.

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughy Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

Helena Merchants Miners Trial Again Turn it Down Put Off

The following resolutions were introduced before the Retail Merchants' Association that convened in Helena last week. They were turned down unceremoniously and not a paper in the state would print them. The merchants are terribly alarmed over the big rates that the railroad trust is able to force upon them, but when it comes to a measure that would benefit all the people they are as deaf to it as the big trusts are to their small interests:

"Whereas: The transportation question is acknowledged to be the most important problem before the country, and

Whereas: Government regulation of transportation rates has proved to be a failure in dictating to privately owned railway companies, while individual property is protected by the constitution of the United States, and

Whereas: All countries that have tried to regulate transportation rates by law have failed in making satisfactory regulations to the commercial interests of the country and the general public.

Whereas: Government regulation will prove to be an instrument of further granting to the already gigantic trusts and combines at the expense of the public through exorbitant rates charged and the granting of passes to those who stand as favorites to the trusts of the country, and

Whereas: We believe that rate regulation is unjust without ownership by the government, and

Whereas: We are opposed to the trusts, railroad corporations or combines, therefore be it

Resolved by the Retail Merchants' Association of the state of Montana in convention assembled that it is the sense of this convention that our Representative in Congress should be urged to assist in the passage of a bill favoring the public ownership of the railroads of the country, and be it further

Resolved: That as an evidence of the feasibility of the ownership, we respectfully point to the successful ownership and operation of railways by the following countries: Germany, Austria, Switzerland, New Zealand, Mexico, Japan, Italy and several other countries.

Resolved: Further that this question should be submitted to the people of the United States for their approval or rejection.

Adopted.
Respectfully submitted,
P. S. SANDEN.

Comrade Gershuni, the revolutionary organizer and gifted poet and scientist, is in Chicago. He declares that when the second Russian Duma convenes in March it will wipe Tsarism forever off the earth. It will be dominated by either the revolutionists or the reactionists; in either case the Duma will be dissolved shortly after it convenes. The moment it is dissolved the revolution is legalized, and a provisional government established.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

NOTES ON MONTANA LEGISLATURE

The word has gone forth that this is wholly a party legislature. The republicans vote solid as a party. Nothing can be expected to go through on mere merit.

Rumor has it that nothing has any show in the Amalgamated Tenth except what is favorable to the company. Inside information states that labor need expect nothing. Working men, behold your handi-work, and be proud of it.

Eggleston, populist-democrat, single-taxer-reformer, gave the star spiel at the Dixon banquet. Verily, Bryan is right when he says, "we're all getting together." Working men, how many of you were at the Dixon banquet at the Grandon?

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughy Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

More weary months must the Western Federation officials remain in their prison cells. The trial is again put off—this time till March. European working men express astonishment at such causeless, useless, and unjust delay. They ask us if there is no law to prevent such despotic injustice. The answer is, "There is none. It all lies in the power of the courts."

But does not the constitution demand that all accused persons shall have a speedy trial? "Yes, but our officials—the adjutant-general—says 'to hell with the constitution'—the congressman 'to hell with the law.'"

"Then in the free and democratic republic there is no possible way by which men accused may have a speedy trial?" "There is no power behind the court. It can delay as it likes."

And the Swiss working man, the English working man, the German working man tell of their countries across the sea where the courts are obliged to bring accused men to trial without delay. Yet, here in America men are legally seized upon a labor controversy, and although with attorneys at hand and everything in readiness they have demanded immediate trial, they have lain in prison cells for upwards of two years. Innocent men—persecuted because they represent the protest and resistance of labor against outrageous oppression and brutal infringement of personal rights. America stands amazed at such wanton violation of her historical rights, and the working men from the monarchical institutions of other countries do not understand the seemingly inexplicable contradiction. But the situation is this: The conditions of government oppression and tyranny have never before come to an issue against the working class in America. Even in the Debs case the government made only a fearful experimental attempt to use its arm in the game against labor. The traditions of freedom, fairness, and equal opportunity to all classes have not been openly violated by laws, government and courts. The class struggle was veiled by tradition and opportunity. Put the inevitable clash of interests has come, and the capitalist class stands clothed with authority and the ultimate powers of jurisdiction. In Europe the working class has been on the conscious fighting line. Slowly they have wrung concessions of protection from the ruling class, by united efforts and consolidated demands that have made sovereigns quake, surrounded by their parliaments. That encroachment upon the prerogative of power has got to be commenced by the American working class. They will be bound hand and foot if they do not awaken and give resistance. Liberal institutions are nothing. It is the struggle for the delights of the surplus. Arouse, ye slaves.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

Dixon said in his acceptance speech that it had been his intention to retire to private life and earn a competency for a large and rapidly increasing family. He need waste no regrets on that score over broken vows. The U. S. Senate is a club of millionaires, with few exceptions; and Dixon will probably not be allowed to feel lonesome by the time his term is out, as the competency will in all likelihood increase there as fast as the family.

The Northwestern Improvement company of Red Lodge, Montana, successor to the Rocky Fork Coal company, puts the price of lump coal for the new year at \$2.75 per net ton at the mine, or \$3.25 delivered. The miners get 53 cents a ton for mining this. No wonder there is so much suffering, poverty and misery among the coal miners. To an unprejudiced observer it would look like a system of lunatics that this substance so valuable to heat and life should be so relentlessly cornered by a few to make such misery for those who work and those who use.

Do you think that a large increase in the population will be good for you as a worker? If so, why don't you go back east where there is already a large population?—Western Clarion.

Fatal Explosion on Santa Fe

Desoto, Kan., Jan. 18.—The locomotive drawing east bound Santa Fe freight train No. 36 exploded on a bridge near here this morning. The bridge was demolished and the engine and fourteen freight cars went into the creek. F. W. Bartell, engineer; W. W. Dortch, fireman, and H. E. Shaw, brakeman, all of Argentine, Kas., were killed, their bodies being buried under the wreckage.

Considering the large number of appalling railroad wrecks reported by the newspapers, the foregoing will be considered insignificant by the public. Instead of being insignificant it is a matter that deserves close attention. There have been more wrecks caused by boiler explosions on the Santa Fe road in the past three years than on all the railroads of the country combined during the same time.

The reason of this is owing to the Santa Fe locking out the machinists in its employ some three years ago because they would not submit to the machine and boiler shops being turned into a section of Dante's Inferno—through the introduction of the piece work system.

The strike or rather lockout is as vigorous to-day as it was when it commenced three years ago. The company has been able to get some scabs, mostly all incompetent machinists and has been able to move its trains through getting new locomotives built in the factory, and when the new engines get run down so bad that the scabs can no longer repair them, they are put aside to wait until the debate between the Santa Fe and the union has been decided.

It is said that nearly 1500 engines are lying on the side tracks waiting to be repaired.

When the company gets hard pinched for engines a committee of the bosses lies to the bone yards—the side track where the dead engines are—looks over the engines, picks out one of the crippled ones and tries to get an engineer and fireman to take a few more trips out of it.

The result of this is, boiler explosions, engines jumping the track, leaking steam so bad that the crew can not see the signals thereby causing head end collisions. It is safe to say that ninety per cent of the wrecks on the Santa Fe during the past three years have been the result of using crippled locomotives.

With all the investigations on railroad accidents and car shortage by the federal and state governments and inter-state commission, legislation on hours of labor of trainmen, safety appliances, block signals, if the attention were turned to the grievance of the machinists' and boiler-makers' union on the Santa Fe and Grand Trunk railroads, the cause of nearly all the trouble they are seeking to remedy, would be found. But then the remedy might reduce the dividends of the corporations and strengthen the unions, so no relief can be expected from that source as long as corporations own the lawmaking powers.

COAL SITUATION STRENUOUS

The coal situation in recent years is doing much toward working out the principles of collective ownership of the means of production and distribution. Coal is essentially a necessity. All of it that is produced in the United States is owned by corporations and individual operators—a very small percentage of it by the latter. Theoretically, lawfully—as the laws go—the mines, the coal lands, the machinery for production, the transportation facilities for distributing the product, all are matters of private ownership; and the product itself—that is so essential to sustaining life in the north temperate zone, is owned by trusts and combinations to do with as they will. The law assumes or pretends to assume one is a free agent and does not have to buy this commodity from the trusts. Of course, one does not have to buy coal, he can freeze to death, he can see his babies shiver and freeze. In theory he does not have to buy, in actual practice he is a veritable slave, for the reason that he has to dance to the music of the trust to get the thing that is necessary to sustain life.

Either the trusts (or other private owners) own the coal, or they do not own it. If they own it, then it is theirs to do with as they please; if they cannot do with it as they please, then they do not own it absolutely—their ownership is nominal, is conditional—in fact it exists only in the toleration of the people.

Almost daily one reads of "mobs"

State Socialism by Joe Dixon

The event of the past week was the election of Joseph Dixon of Missoula to the United States Senate as the successor of W. A. Clark of putrid smelling repute, and the colleague of Carter, the senior senator. The occasion showed how easy it is to do things if you just let one big concern like the Amalgamated run it all. Dixon was elected on the first ballot in each house. The next day the joint assembly confirmed the election. Mantle was never even mentioned. It was a triumph of the young, new and scientific trust method over the old corrupt, clumsy politics. In other words it was complete defeat of the Carter machine, and a triumph for the new Roosevelt way of doing things. Dixon has openly been heralded as Roosevelt's candidate, and in his speech of acceptance (already prepared) he practically outlined the Roosevelt policy. The speech sounded good to those who still think this government is run by all the people, and not by simply the large capitalist class. He said the cure for the evils of democracy was more democracy.

Dixon without doubt outlined the Rooseveltian policy, speaking as one near the throne. Dwelling on the forest reserve question he advocated the holding of public lands by the government withdrawing them from the entry to homesteaders, renting them out to lessees, and with the revenue thus obtained putting through great projects like the making of huge irrigation canals. Mr. Dixon said the reserve lands of Montana alone would bring a revenue of \$2,000,000. This is a radical new departure in government policy. It marks the passing of orthodox republicanism and the advent of the new. And this new republicanism is practically the Henry George theory, liberalism, Bismarckism, state socialism coming up to quiet the revolutionary demands of the workers.

Roosevelt's hysterical attack on the "agitators" in his message has warned us what to expect. The discontent of the workers is to be quieted with the soothing syrup of state socialism. That is the dear good capitalists are going to give us everything nice except get off our backs.

This is the first popular exposure of the way the wind is blowing. Liberal legislation will now be the order of the day. But it is the iron hand in the velvet glove, the claw in the velvet paw.

J. L. Fitts, national organizer, was assaulted in the post office at Fairmont, W. Va., by J. A. Watson, who claimed to be a deputy sheriff. Watson also followed Comrade Fitts into the street and again punched and kicked him and ordered him to leave the town. Later the mayor informed Comrade Fitts "That it was dangerous for him to stay in the town in view of the intense feeling." A lawyer said, "We would have a hard time to prove anything, few cared, if they dared, to give testimony. The courts are owned or controlled by the Coal Co."

of citizens holding up and taking possession of coal trains, and by actual force of numbers taking away from the legal owners thereof whole trainloads of coal. As our laws stand, is not that virulent anarchy? It is absolutely as lawless as the holding up of the express safe. Yet who will dare attempt to punish anarchy in that form. The writer assuredly justifies such action, and wishes merely to show the absurdity and inconsistency of maintaining laws that of necessity are swept aside, by all, in periods of stress. Such laws are not and cannot be binding. If they were, then the lives of the multitude are at the disposal of the trust managers. Such laws are binding only when the people submit to them, and the people do submit sufficiently to permit the winning of exorbitant profits by the nominal owners. It should be clear even to the unthinking that there can be no ownership of anything whatever in a real republic save by the consent of the citizens. But, in this republic our laws heretofore have been made much oftener by the judiciary than by the people.

Adverting again to the coal question, the needs of the people this rigorous winter have subjected them to gross and unjust charges for this necessity. In many cases the prices have been cold-bloodedly advanced for no other reason than that the people have had to have coal and have had to pay the prices asked no matter how exorbitant. This brings us face to face with

New Slave Bill Sixteen-Hour Bondage For Railroaders Hypocritically Advocated by Corporation Flunkeys

Rejoice, ye railroaders, rejoice, for the hour of your emancipation has come! The legislative assembly of Montana is about to create a law limiting your work day to sixteen hours and fine the boss \$100.00 or put him in jail thirty days if he works you longer.

H. J. Miller, the lawyer who defended the Livingston concrete company in the courts for violating eight hour law, has introduced bill No. 58 entitled "An act to regulate the hours of labor of locomotive engineers, firemen, conductors, trainmen, operators and agents acting as operators, and to provide a penalty for the violation thereof."

The bill makes the legal workday of trainmen and telegraph operators sixteen consecutive hours in any twenty-four hours.

The greatest farce attached to the bill is that it legalizes the sixteen hour day of labor for telegraph operators, when at present they work only twelve hours.

For years the telegraphers' union has tried to secure the eight hour day on the railroads that pass through Montana but failed to do so. During the summer of 1905 the operators on the G. N. and N. P. railway went on strike and one of their demands was an eight-hour day.

For years the operators have fought and struggled for eight hours for work, eight hours for sleep and eight hours to play, but the corporation legislature of Montana considers telegraphers work only play and vote to make it sixteen hours for work and eight hours to sleep, just reversing what the operators have tried for years to secure.

The bill also extends the principles of benevolent feudalism to the trainmen, in as much they are to have eight hours' rest after working sixteen hours, so that they will be able to work other sixteen hours. This is one of the reactionary features of the bill. At present train crews can call for six, eight or ten hours rest when they reach the end of the division regardless of the number of hours they have worked, and it requires no bills introduced by lawyers to secure this rest for them. How the trains crew will for after the bill becomes a law is a conundrum to any. It takes a way freight train from twenty to twenty-nine hours to travel a division of one hundred and twenty five miles in Montana, and owing to the large volume of traffic and the lack of side tracks it is impossible to shorten the time, and such conditions will remain so for years to come. Such being the case, we suppose that after a train has been on the road sixteen hours it will pull into a side track, all hands repair to the caboose or an empty box car and take a nap until the eight hours are up or hunt a farm house for something to eat. When the eight hours' rest is up, the crew will take the train to its destination or until sixteen hours more have past, then locate another side track for another eight hours' nap.

Any good features that might have been in the bill would be annulled by a provision which prevents the train crew from tying up any passenger or mail train between terminals. This clause easily keeps the railroads from violating the law, as any train tied up on a side track can be construed as meaning tying up a passenger, by keeping another freight from entering the side track to allow the passenger to pass. So boys, your nap in the caboose or empty box car on a side track will be an iridescent dream.

On Monday afternoon the bill was under consideration. Whiteside of Flathead county moved an amendment making the railroads liable for damages for accidents to employees who work over sixteen hours. Miller of Park objected to this, asking why was it that they wanted to amend now,

the fact, the fact that is incontrovertible, namely, that the consumer would have to pay any price that may be asked, no matter how high. When they raise the price of coal fifty cents a ton, it is only through forbearance that they do not raise it fifty or a dollar fifty more. There is nothing to prevent but mob law. We must have coal to live, the coal available is owned by a few, we are at the mercy

of those few. Can any law be devised to regulate the price of this commodity? If such a law can be devised, then it would be a form of what is termed confiscation.

When we attempt to confiscate, then we had infinitely better go the whole way and take back for the people, for the use of all the people, that that NATURE placed on EARTH for the use of the Sons of Men.—George Burke

when everything was agreed on in committee.

Swindlehurst of Park county said, "Miller says he objects but he does not tell us his objections."

Miller remains mum. Ross of Missoula, a derelict fireman and old party office hunter, hurried to Miller's assistance saying that Whiteside's amendment would make the bill unconstitutional.

So it would if it were to insure the railroadmen getting damages for injury received. Railroaders are not supposed to come back at the corporations for injury received. Whiteside claimed his amendment was considered by the best legal talent in Montana and he was advised that it would be alright to put in the bill. The amendment was lost.

Whiteside went to the bat again with another amendment. He wanted the express messenger included in the bill.

Miller took the carpet again in favor of his pet measure, stating that he had studied and thought on this question for two years and that he speaks for railroad men, that it was exactly like the La Follette bill which railroad men wanted and petitioned for. Miller here stated an absolute falsehood when he said railroad men wanted the La Follette bill. The congressional records show that petitions from railroad brotherhoods all over the country were read in the U. S. senate protesting against the La Follette bill and asking that it be not passed.

Whiteside insisted that the expressmen should be protected as well as the rest, as they were human.

Ross jumped to Miller's assistance stating that the bill was not for the benefit of railroad men but for the protection of the travelling public, to prevent wrecks. Turning to Whiteside he yells, "Express men do not run trains; why didn't you include the mail clerks, or go to the back shop and put the machinists in the bill?"

This shows what sort of an ignorant Ross is. He is not aware that mail clerks' legal hours for the week are a long way from being one hundred and twelve hours the same as they want to legalize for the train crews, or attempt to legalize. One hundred and twelve hours per week for machinists would mean a general tie up of every machine or back shop.

The Whiteside amendment was lost and the Miller bill went through with a whoop.

During the debate on the measure Miller stated that he drew the bill up, but it is rather strange that a similar bill was introduced in the senate more than two weeks ago; more over, it was stated around the lobbies of the hotels that Wm. Wallace, the Northern Pacific attorney, had drafted a bill to legalize the sixteen-hour day.

Miller also said that railway men devised the bill. What railway men? Superintendents, general managers or what? One thing is sure, no resolutions were shown coming from the railway brotherhoods, no committees were representing them, no communication or committee were sent by any telegraphers' union in Montana asking that their work day be legally increased four hours per day. When the representatives were asked what railroad men said it was what railroaders wanted, they said Berry.

Berry is a passenger conductor running out of Helena and is generally recognized as a professional witness of the Northern Pacific in suits against that corporation.

He is hated by railroad men in general, and some of them suspect him of being a company man, in other words, a spotter.

This is the man that is quoted as saying the bill is what the railroaders want. The bill is undoubtedly a corporation measure, gotten up to forestall the shorter work hours for railway employees.

Helena Merchants Miners Trial Again Turn it Down Put Off

The following resolutions were introduced before the Retail Merchants' Association that convened in Helena last week. They were turned down unceremoniously and not a paper in the state would print them. The merchants are terribly alarmed over the big rates that the railroad trust is able to force upon them, but when it comes to a measure that would benefit all the people they are as deaf to it as the big trusts are to their small interests:

"Whereas: The transportation question is acknowledged to be the most important problem before the country, and,

Whereas: Government regulation of transportation rates has proved to be a failure in dictating to privately owned railway companies, while individual property is protected by the constitution of the United States, and,

Whereas: All countries that have tried to regulate transportation rates by law have failed in making satisfactory regulations to the commercial interests of the country and the general public.

Whereas: Government regulation will prove to be an instrument of further granting to the already gigantic trusts and combines at the expense of the public through exorbitant rates charged and the granting of passes to those who stand as favorites to the trusts of the country, and,

Whereas: We believe that rate regulation is unjust without ownership by the government, and,

Whereas: We are opposed to the trusts, railroad corporations or combines, therefore be it

Resolved by the Retail Merchants' Association of the state of Montana in convention assembled that it is the sense of this convention that our Representative in Congress should be urged to assist in the passage of a bill favoring the public ownership of the railroads of the country, and be it further

Resolved: That as an evidence of the feasibility of the ownership, we respectfully point to the successful ownership and operation of railways by the following countries: Germany, Austria, Switzerland, New Zealand, Mexico, Japan, Italy and several other countries.

Resolved: Further that this question should be submitted to the people of the United States for their approval or rejection.

Adopted.
Respectfully submitted,
P. S. SANDEN.

Comrade Gershuni, the revolutionary organizer and gifted poet and scientist, is in Chicago. He declares that when the second Russian Duma convenes in March it will wipe Tsarism forever off the earth. It will be dominated by either the revolutionists or the reactionists; in either case the Duma will be dissolved shortly after it convenes. The moment it is dissolved the revolution is legalized, and a provisional government established.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

NOTES ON MONTANA LEGISLATURE

The word has gone forth that this is wholly a party legislature. The republicans vote solid as a party. Nothing can be expected to go through on mere merit.

Rumor has it that nothing has any show in the Amalgamated Tenth except what is favorable to the company. Inside information states that labor need expect nothing. Working men, behold your handi-work, and be proud of it.

Eggleston, populist-democrat, single-taxer-reformer, gave the star spiel at the Dixon banquet. Verily, Bryan is right when he says, "we're all getting together." Working men, how many of you were at the Dixon banquet at the Grandon?

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughes Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

More weary months must the Western Federation officials remain in their prison cells. The trial is again put off—this time till March. European working men express astonishment at such causeless, useless, and unjust delay. They ask us if there is no law to prevent such despotic injustice. The answer is, "There is none. It all lies in the power of the courts."

But does not the constitution demand that all accused persons shall have a speedy trial? "Yes, but our officials—the adjutant-general—says 'to hell with the constitution'—the congressman 'to hell with the law.'"

"Then in the free and democratic republic there is no possible way by which men accused may have a speedy trial?" "There is no power behind the court. It can delay as it likes."

And the Swiss working man, the English working man, the German working man tell of their countries across the sea where the courts are obliged to bring accused men to trial without delay. Yet, here in America men are legally seized upon a labor controversy, and although with attorneys at hand and everything in readiness they have demanded immediate trial, they have lain in prison cells for upwards of two years. Innocent men—persecuted because they represent the protest and resistance of labor against outrageous oppression and brutal infringement of personal rights.

America stands amazed at such wanton violation of her historical rights, and the working men from the monarchical institutions of other countries do not understand the seemingly inexplicable contradiction. But the situation is this: The conditions of government oppression and tyranny have never before come to an issue against the working class in America. Even in the Debs case the government made only a fearful experimental attempt to use its arm in the game against labor. The traditions of freedom, fairness, and equal opportunity to all classes have not been openly violated by laws, government and courts. The class struggle was veiled by tradition and opportunity. Put the inevitable clash of interests has come, and the capitalist class stands clothed with authority and the ultimate powers of jurisdiction. In Europe the working class has been on the conscious fighting line. Slowly they have wrung concessions of protection from the ruling class, by united efforts and consolidated demands that have made sovereigns quake, surrounded by their parliaments. That encroachment upon the prerogative of power has got to be commenced by the American working class. They will be bound hand and foot if they do not awaken and give resistance. Liberal institutions are nothing. It is the struggle for the delights of the surplus. Arouse, ye slaves.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

Dixon said in his acceptance speech that it had been his intention to retire to private life and earn a competency for a large and rapidly increasing family. He need waste no regrets on that score over broken vows. The U. S. Senate is a club of millionaires, with few exceptions; and Dixon will probably not be allowed to feel lonesome by the time his term is out, as the competency will in all likelihood increase there as fast as the family.

The Northwestern Improvement company of Red Lodge, Montana, successor to the Rocky Fork Coal company, puts the price of lump coal for the new year at \$2.75 per net ton at the mine, or \$3.25 delivered. The miners get 53 cents a ton for mining this. No wonder there is so much suffering, poverty and misery among the coal miners. To an unprejudiced observer it would look like a system of lunatics that this substance so valuable to heat and life should be so relentlessly cornered by a few to make such misery for those who work and those who use.

Do you think that a large increase in the population will be good for you as a worker? If so, why don't you go back east where there is already a large population?—Western Clarion.

Fatal Explosion on Santa Fe State Socialism by Joe Dixon

Desoto, Kan., Jan. 18.—The locomotive drawing east bound Santa Fe freight train No. 36 exploded on a bridge near here this morning.

Considering the large number of appalling railroad wrecks reported by the newspapers, the foregoing will be considered insignificant by the public.

The reason of this is owing to the Santa Fe locking out the machinists in its employ some three years ago because they would not submit to the machine and boiler shops being turned into a section of Dante's Inferno.

The strike or rather lockout is as vigorous to-day as it was when it commenced three years ago. The company has been able to get some scabs, mostly all incompetent machinists and has been able to move its trains through getting new locomotives built in the factory.

It is said that nearly 1500 engines are lying on the side tracks waiting to be repaired.

When the company gets hard pinched for engines a committee of the bosses lies to the bone yards—the side track where the dead engines are—looks over the engines, picks out one of the crippled ones and tries to get an engineer and fireman to take a few more trips out of it.

The result of this is, boiler explosions, engines jumping the track, leaking steam so bad that the crew can not see the signals thereby causing head end collisions. It is safe to say that ninety per cent of the wrecks on the Santa Fe during the past three years have been the result of using crippled locomotives.

With all the investigations on railroad accidents and car shortage by the federal and state governments and inter-state commission, legislation on hours of labor of trainmen, safety appliances, block signals, if the attention were turned to the grievance of the machinists' and boiler-makers' union on the Santa Fe and Grand Trunk railroads, the cause of nearly all the trouble they are seeking to remedy, would be found.

COAL SITUATION STRENUOUS

The coal situation in recent years is doing much toward working out the principles of collective ownership of the means of production and distribution. Coal is essentially a necessity. All of it that is produced in the United States is owned by corporations and individual operators—a very small percentage of it by the latter.

Either the trusts (or other private owners) own the coal, or they do not own it. If they own it, then it is theirs to do with as they please; if they cannot do with it as they please, then they do not own it absolutely—their ownership is nominal, is conditional—in fact it exists only in the toleration of the people.

Almost daily one reads of "mobs"

The event of the past week was the election of Joseph Dixon of Missoula to the United States Senate as the successor of W. A. Clark of putrid smelling repute, and the colleague of Carter, the senior senator. The occasion showed how easy it is to do things if you just let one big concern like the Amalgamated run it all.

Dixon without doubt outlined the Rooseveltian policy, speaking as one near the throne. Dwelling on the forest reserve question he advocated the holding of public lands by the government withdrawing them from the entry to homesteaders, renting them out to lessees, and with the revenue thus obtained putting through great projects like the making of huge irrigation canals.

Roosevelt's hysterical attack on the "agitators" in his message has warned us what to expect. The discontent of the workers is to be quieted with the soothing syrup of state socialism.

This is the first popular exposure of the way the wind is blowing. Liberal legislation will now be the order of the day. But it is the iron hand in the velvet glove, the claw in the velvet paw.

J. L. Fitts, national organizer, was assaulted in the post office at Fairmont, W. Va., by J. A. Watson, who claimed to be a deputy sheriff. Watson also followed Comrade Fitts into the street and again punched and kicked him and ordered him to leave the town.

of citizens holding up and taking possession of coal trains, and by actual force of numbers taking away from the legal owners thereof whole trainloads of coal. As our laws stand, is not that virulent anarchy? It is absolutely as lawless as the holding up of the express safe. Yet who will dare attempt to punish anarchy in that form.

Adverting again to the coal question, the needs of the people this rigorous winter have subjected them to gross and unjust charges for this necessity. In many cases the prices have been cold-bloodedly advanced for no other reason than that the people have had to have coal and have had to pay the prices asked no matter how exorbitant. This brings us face to face with

New Slave Bill Sixteen-Hour Bondage For Railroaders Hypocritically Advocated by Corporation Flunkeys

Rejoice, ye railroaders, rejoice, for the hour of your emancipation has come! The legislative assembly of Montana is about to create a law limiting your work day to sixteen hours and fine the boss \$100.00 or put him in jail thirty days if he works you longer.

H. J. Miller, the lawyer who defended the Livingston concrete company in the courts for violating eight hour law, has introduced bill No. 58 entitled "An act to regulate the hours of labor of locomotive engineers, firemen, conductors, trainmen, operators and agents acting as operators, and to provide a penalty for the violation thereof."

The bill makes the legal workday of trainmen and telegraph operators sixteen consecutive hours in any twenty-four hours.

The greatest farce attached to the bill is that it legalizes the sixteen hour day of labor for telegraph operators, when at present they work only twelve hours.

For years the telegraphers' union has tried to secure the eight hour day on the railroads that pass through Montana but failed to do so. During the summer of 1905 the operators on the G. N. and N. P. railway went on strike and one of their demands was an eight-hour day.

For years the operators have fought and struggled for eight hours for work, eight hours for sleep and eight hours to play, but the corporation legislature of Montana considers telegraphers work only play and vote to make it sixteen hours for work and eight hours to sleep, just reversing what the operators have tried for years to secure.

The bill also extends the principles of benevolent feudalism to the trainmen, in as much they are to have eight hours' rest after working sixteen hours, so that they will be able to work other sixteen hours. This is one of the reactionary features of the bill. At present train crews can call for six, eight or ten hours rest when they reach the end of the division regardless of the number of hours they have worked, and it requires no bills introduced by lawyers to secure this rest for them.

How the trains crew will for after the bill becomes a law is a conundrum to any. It takes a way freight train from twenty to twenty-nine hours to travel a division of one hundred and twenty five miles in Montana, and owing to the large volume of traffic and the lack of side tracks it is impossible to shorten the time, and such conditions will remain so for years to come. Such being the case, we suppose that after a train has been on the road sixteen hours it will pull into a side track, all hands repair to the caboose or an empty box car and take a nap until the eight hours are up or hunt a farm house for something to eat.

Any good features that might have been in the bill would be annulled by a provision which prevents the train crew from tying up any passenger or mail train between terminals. This clause easily keeps the railroads from violating the law, as any train tied up on a side track can be construed as meaning tying up a passenger, by keeping another freight from entering the side track to allow the passenger to pass. So boys, your nap in the caboose or empty box car on a side track will be an iridescent dream.

On Monday afternoon the bill was under consideration. Whiteside of Flathead county moved an amendment making the railroads liable for damages for accidents to employees who work over sixteen hours. Miller of Park objected to this, asking why was it that they wanted to amend now,

the fact, the fact that is incontrovertible, namely, that the consumer would have to pay any price that may be asked, no matter how high. When they raise the price of coal fifty cents a ton, it is only through forbearance that they do not raise it fifty or a dollar fifty more. There is nothing to prevent but mob law. We must have coal to live, the coal available is owned by a few, we are at the mercy

when everything was agreed on in committee.

Swindlehurst of Park county said, "Miller says he objects but he does not tell us his objections."

Miller remains mum. Ross of Missoula, a derelict fireman and old party office hunter, hurried to Miller's assistance saying that Whiteside's amendment would make the bill unconstitutional.

So it would if it were to insure the railroadmen getting damages for injury received. Railroaders are not supposed to come back at the corporations for injury received. Whiteside claimed his amendment was considered by the best legal talent in Montana and he was advised that it would be alright to put in the bill. The amendment was lost.

Whiteside went to the bat again with another amendment. He wanted the express messenger included in the bill.

Miller took the carpet again in favor of his pet measure, stating that he had studied and thought on this question for two years and that he speaks for railroad men, that it was exactly like the La Follette bill which railroad men wanted and petitioned for. Miller here stated an absolute falsehood when he said railroad men wanted the La Follette bill. The congressional records show that petitions from railroad brotherhoods all over the country were read in the U. S. senate protesting against the La Follette bill and asking that it be not passed.

Whiteside insisted that the expressmen should be protected as well as the rest, as they were human.

Ross jumped to Miller's assistance stating that the bill was not for the benefit of railroad men but for the protection of the travelling public, to prevent wrecks. Turning to Whiteside he yells, "Express men do not run trains; why didn't you include the mail clerks, or go to the back shop and put the machinists in the bill?"

This shows what sort of an ignorant Ross is. He is not aware that mail clerks' legal hours for the week are a long way from being one hundred and twelve hours the same as they want to legalize for the train crews, or attempt to legalize. One hundred and twelve hours per week for machinists would mean a general tie up of every machine or back shop.

The Whiteside amendment was lost and the Miller bill went through with a whoop.

During the debate on the measure Miller stated that he drew the bill up, but it is rather strange that a similar bill was introduced in the senate more than two weeks ago; more over, it was stated around the lobbies of the hotels that Wm. Wallace, the Northern Pacific attorney, had drafted a bill to legalize the sixteen-hour day.

Miller also said that railway men devised the bill. What railway men? Superintendents, general managers or what? One thing is sure, no resolutions were shown coming from the railway brotherhoods, no committees were representing them, no communication or committee were sent by any telegraphers' union in Montana asking that their work day be legally increased four hours per day. When the representatives were asked what railroad men said it was what railroaders wanted, they said Berry.

Berry is a passenger conductor running out of Helena and is generally recognized as a professional witness of the Northern Pacific in suits against that corporation.

He is hated by railroad men in general, and some of them suspect him of being a company man, in other words, a spotter.

This is the man that is quoted as saying the bill is what the railroaders want. The bill is undoubtedly a corporation measure, gotten up to forestall the shorter work hours for railway employees.

of those few. Can any law be devised to regulate the price of this commodity? If such a law can be devised, then it would be a form of what is termed confiscation.

When we attempt to confiscate, then we had infinitely better go the whole way and take back for the people, for the use of all the people, that that NATURE placed on EARTH for the use of the Sons of Men.—George Burke

Helena Merchants Miners Trial Again Turn it Down Put Off

The following resolutions were introduced before the Retail Merchants' Association that convened in Helena last week. They were turned down unceremoniously and not a paper in the state would print them. The merchants are terribly alarmed over the big rates that the railroad trust is able to force upon them, but when it comes to a measure that would benefit all the people they are as deaf to it as the big trusts are to their small interests:

"Whereas: The transportation question is acknowledged to be the most important problem before the country, and

Whereas: Government regulation of transportation rates has proved to be a failure in dictating to privately owned railway companies, while individual property is protected by the constitution of the United States, and

Whereas: All countries that have tried to regulate transportation rates by law have failed in making satisfactory regulations to the commercial interests of the country and the general public.

Whereas: Government regulation will prove to be an instrument of further granting to the already gigantic trusts and combines at the expense of the public through exorbitant rates charged and the granting of passes to those who stand as favorites to the trusts of the country, and

Whereas: We believe that rate regulation is unjust without ownership by the government, and

Whereas: We are opposed to the trusts, railroad corporations or combines, therefore be it

Resolved by the Retail Merchants' Association of the state of Montana in convention assembled that it is the sense of this convention that our Representative in Congress should be urged to assist in the passage of a bill favoring the public ownership of the railroads of the country, and be it further

Resolved: That as an evidence of the feasibility of the ownership, we respectfully point to the successful ownership and operation of railways by the following countries: Germany, Austria, Switzerland, New Zealand, Mexico, Japan, Italy and several other countries.

Resolved: Further that this question should be submitted to the people of the United States for their approval or rejection.

Adopted. Respectfully submitted, P. S. SANDEN.

Comrade Gershuni, the revolutionary organizer and gifted poet and scientist, is in Chicago. He declares that when the second Russian Duma convenes in March it will wipe Tsarism forever off the earth. It will be dominated by either the revolutionists or the reactionists; in either case the Duma will be dissolved shortly after it convenes. The moment it is dissolved the revolution is legalized, and a provisional government established.

NOTES ON MONTANA LEGISLATURE

The word has gone forth that this is wholly a party legislature. The republicans vote solid as a party. Nothing can be expected to go through on mere merit.

Rumor has it that nothing has any show in the Amalgamated Tenth except what is favorable to the company. Inside information states that labor need expect nothing. Working men, behold your handi-work, and be proud of it.

Eggleston, populist-democrat, single-taxer-reformer, gave the star spiel at the Dixon banquet. Verily, Bryan is right when he says, "we're all getting together." Working men, how many of you were at the Dixon banquet at the Grandon?

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughes Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

More weary months must the Western Federation officials remain in their prison cells. The trial is again put off—this time till March. European working men express astonishment at such causeless, useless, and unjust delay. They ask us if there is no law to prevent such despotic injustice. The answer is, "There is none. It all lies in the power of the courts."

But does not the constitution demand that all accused persons shall have a speedy trial? "Yes, but our officials—the adjutant-general—says 'to hell with the constitution'—the congressman 'to hell with the law.'"

And the Swiss working man, the English working man, the German working man tell of their countries across the sea where the courts are obliged to bring accused men to trial without delay. Yet, here in America men are legally seized upon a labor controversy, and although with attorneys at hand and everything in readiness they have demanded immediate trial, they have lain in prison cells for upwards of two years. Innocent men—persecuted because they represent the protest and resistance of labor against outrageous oppression and brutal infringement of personal rights. America stands amazed at such wanton violation of her historical rights, and the working men from the monarchical institutions of other countries do not understand the seemingly inexplicable contradiction. But the situation is this: The conditions of government oppression and tyranny have never before come to an issue against the working class in America. Even in the Debs case the government made only a fearful experimental attempt to use its arm in the game against labor. The traditions of freedom, fairness, and equal opportunity to all classes have not been openly violated by laws, government and courts. The class struggle was veiled by tradition and opportunity. Put the inevitable clash of interests has come, and the capitalist class stands clothed with authority and the ultimate powers of jurisdiction. In Europe the working class has been on the conscious fighting line. Slowly they have wrung concessions of protection from the ruling class, by united efforts and consolidated demands that have made sovereigns quake, surrounded by their parliaments. That encroachment upon the prerogative of power has got to be commenced by the American working class. They will be bound hand and foot if they do not awaken and give resistance. Liberal institutions are nothing. It is the struggle for the delights of the surplus. Arouse, ye slaves.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

Dixon said in his acceptance speech that it had been his intention to retire to private life and earn a competency for a large and rapidly increasing family. He need waste no regrets on that score over broken vows. The U. S. Senate is a club of millionaires, with few exceptions; and Dixon will probably not be allowed to feel lonesome by the time his term is out, as the competency will in all likelihood increase there as fast as the family.

The Northwestern Improvement company of Red Lodge, Montana, successor to the Rocky Fork Coal company, puts the price of lump coal for the new year at \$2.75 per net ton at the mine, or \$3.25 delivered. The miners get 53 cents a ton for mining this. No wonder there is so much suffering, poverty and misery among the coal miners. To an unprejudiced observer it would look like a system of lunatics that this substance so valuable to heat and life should be so relentlessly cornered by a few to make such misery for those who work and those who use.

Do you think that a large increase in the population will be good for you as a worker? If so, why don't you go back east where there is already a large population?—Western Clarion.

Fatal Explosion on Santa Fe

Desoto, Kan., Jan. 18.—The locomotive drawing east bound Santa Fe freight train No. 36 exploded on a bridge near here this morning. The bridge was demolished and the engine and fourteen freight cars went into the creek. F. W. Bartell, engineer; W. W. Dortch, fireman, and H. E. Shaw, brakeman, all of Argentine, Kas., were killed, their bodies being buried under the wreckage.

Considering the large number of appalling railroad wrecks reported by the newspapers, the foregoing will be considered insignificant by the public. Instead of being insignificant it is a matter that deserves close attention. There have been more wrecks caused by boiler explosions on the Santa Fe road in the past three years than on all the railroads of the country combined during the same time.

The reason of this is owing to the Santa Fe locking out the machinists in its employ some three years ago because they would not submit to the machine and boiler shops being turned into a section of Dante's Inferno—through the introduction of the piece work system.

The strike or rather lockout is as vigorous to-day as it was when it commenced three years ago. The company has been able to get some scabs, mostly all incompetent machinists and has been able to move its trains through getting new locomotives built in the factory, and when the new engines get run down so bad that the scabs can no longer repair them, they are put aside to wait until the debate between the Santa Fe and the union has been decided.

It is said that nearly 1500 engines are lying on the side tracks waiting to be repaired.

When the company gets hard pinched for engines a committee of the bosses lies to the bone yards—the side track where the dead engines are—looks over the engines, picks out one of the crippled ones and tries to get an engineer and fireman to take a few more trips out of it.

The result of this is, boiler explosions, engines jumping the track, leaking steam so bad that the crew can not see the signals thereby causing head end collisions. It is safe to say that ninety per cent of the wrecks on the Santa Fe during the past three years have been the result of using crippled locomotives.

With all the investigations on railroad accidents and car shortage by the federal and state governments and inter-state commission, legislation on hours of labor of trainmen, safety appliances, block signals, if the attention were turned to the grievance of the machinists' and boiler-makers' union on the Santa Fe and Grand Trunk railroads, the cause of nearly all the trouble they are seeking to remedy, would be found. But then the remedy might reduce the dividends of the corporations and strengthen the unions, so no relief can be expected from that source as long as corporations own the lawmaking powers.

COAL SITUATION STRENUOUS

The coal situation in recent years is doing much toward working out the principles of collective ownership of the means of production and distribution. Coal is essentially a necessity. All of it that is produced in the United States is owned by corporations and individual operators—a very small percentage of it by the latter. Theoretically, lawfully—as the laws go—the mines, the coal lands, the machinery for production, the transportation facilities for distributing the product, all are matters of private ownership; and the product itself—that is so essential to sustaining life in the north temperate zone, is owned by trusts and combinations to do with as they will. The law assumes or pretends to assume one is a free agent and does not have to buy this commodity from the trusts. Of course, one does not have to buy coal, he can freeze to death, he can see his babies shiver and freeze. In theory he does not have to buy, in actual practice he is a veritable slave, for the reason that he has to dance to the music of the trust to get the thing that is necessary to sustain life.

Either the trusts (or other private owners) own the coal, or they do not own it. If they own it, then it is theirs to do with as they please; if they cannot do with it as they please, then they do not own it absolutely—their ownership is nominal, is conditional—in fact it exists only in the toleration of the people.

Almost daily one reads of "mobs"

State Socialism by Joe Dixon

The event of the past week was the election of Joseph Dixon of Missoula to the United States Senate as the successor of W. A. Clark of putrid smelling repute, and the colleague of Carter, the senior senator. The occasion showed how easy it is to do things if you just let one big concern like the Amalgamated run it all. Dixon was elected on the first ballot in each house. The next day the joint assembly confirmed the election. Mantle was never even mentioned. It was a triumph of the young, new and scientific trust method over the old corrupt, clumsy politics. In other words it was complete defeat of the Carter machine, and a triumph for the new Roosevelt way of doing things. Dixon has openly been heralded as Roosevelt's candidate, and in his speech of acceptance (already prepared) he practically outlined the Roosevelt policy. The speech sounded good to those who still think this government is run by all the people, and not by simply the large capitalist class. He said the cure for the evils of democracy was more democracy.

Dixon without doubt outlined the Rooseveltian policy, speaking as one near the throne. Dwelling on the forest reserve question he advocated the holding of public lands by the government withdrawing them from the entry to homesteaders, renting them out to lessees, and with the revenue thus obtained putting through great projects like the making of huge irrigation canals. Mr. Dixon said the reserve lands of Montana alone would bring a revenue of \$2,000,000. This is a radical new departure in government policy. It marks the passing of orthodox republicanism and the advent of the new. And this new republicanism is practically the Henry George theory, liberalism, Bismarckism, state socialism coming up to quiet the revolutionary demands of the workers.

Roosevelt's hysterical attack on the "agitators" in his message has warned us what to expect. The discontent of the workers is to be quieted with the soothing syrup of state socialism. That is the dear good capitalists are going to give us everything nice except get off our backs.

This is the first popular exposure of the way the wind is blowing. Liberal legislation will now be the order of the day. But it is the iron hand in the velvet glove, the claw in the velvet paw.

J. L. Fitts, national organizer, was assaulted in the post office at Fairmont, W. Va., by J. A. Watson, who claimed to be a deputy sheriff. Watson also followed Comrade Fitts into the street and again punched and kicked him and ordered him to leave the town. Later the mayor informed Comrade Fitts "That it was dangerous for him to stay in the town in view of the intense feeling." A lawyer said, "We would have a hard time to prove anything, few cared, if they dared, to give testimony. The courts are owned or controlled by the Coal Co."

New Slave Bill Sixteen-Hour Bondage For Railroaders Hypocritically Advocated by Corporation Flunkeys

Rejoice, ye railroaders, rejoice, for the hour of your emancipation has come! The legislative assembly of Montana is about to create a law limiting your work day to sixteen hours and fine the boss \$100.00 or put him in jail thirty days if he works you longer.

H. J. Miller, the lawyer who defended the Livingston concrete company in the courts for violating eight hour law, has introduced bill No. 58 entitled "An act to regulate the hours of labor of locomotive engineers, firemen, conductors, trainmen, operators and agents acting as operators, and to provide a penalty for the violation thereof."

The bill makes the legal workday of trainmen and telegraph operators sixteen consecutive hours in any twenty-four hours.

The greatest farce attached to the bill is that it legalizes the sixteen hour day of labor for telegraph operators, when at present they work only twelve hours.

For years the telegraphers' union has tried to secure the eight hour day on the railroads that pass through Montana but failed to do so. During the summer of 1905 the operators on the G. N. and N. P. railway went on strike and one of their demands was an eight-hour day.

For years the operators have fought and struggled for eight hours for work, eight hours for sleep and eight hours to play, but the corporation legislature of Montana considers telegraphers work only play and vote to make it sixteen hours for work and eight hours to sleep, just reversing what the operators have tried for years to secure.

The bill also extends the principles of benevolent feudalism to the trainmen, in as much they are to have eight hours' rest after working sixteen hours, so that they will be able to work other sixteen hours. This is one of the reactionary features of the bill. At present train crews can call for six, eight or ten hours rest when they reach the end of the division regardless of the number of hours they have worked, and it requires no bills introduced by lawyers to secure this rest for them. How the trains crew will for after the bill becomes a law is a conundrum to any. It takes a way freight train from twenty to twenty-nine hours to travel a division of one hundred and twenty five miles in Montana, and owing to the large volume of traffic and the lack of side tracks it is impossible to shorten the time, and such conditions will remain so for years to come. Such being the case, we suppose that after a train has been on the road sixteen hours it will pull into a side track, all hands repair to the caboose or an empty box car and take a nap until the eight hours are up or hunt a farm house for something to eat. When the eight hours' rest is up, the crew will take the train to its destination or until sixteen hours more have past, then locate another side track for another eight hours' nap.

Any good features that might have been in the bill would be annulled by a provision which prevents the train crew from tying up any passenger or mail train between terminals. This clause easily keeps the railroads from violating the law, as any train tied up on a side track can be construed as meaning tying up a passenger, by keeping another freight from entering the side track to allow the passenger to pass. So boys, your nap in the caboose or empty box car on a side track will be an iridescent dream.

On Monday afternoon the bill was under consideration. Whiteside of Flathead county moved an amendment making the railroads liable for damages for accidents to employees who work over sixteen hours. Miller of Park objected to this, asking why was it that they wanted to amend now,

the fact, the fact that is incontrovertible, namely, that the consumer would have to pay any price that may be asked, no matter how high. When they raise the price of coal fifty cents a ton, it is only through forbearance that they do not raise it fifty or a dollar fifty more. There is nothing to prevent but mob law. We must have coal to live, the coal available is owned by a few, we are at the mercy

of those few. Can any law be devised to regulate the price of this commodity? If such a law can be devised, then it would be a form of what is termed confiscation.

When we attempt to confiscate, then we had infinitely better go the whole way and take back for the people, for the use of all the people, that that NATURE placed on EARTH for the use of the Sons of Men.—George Burke

when everything was agreed on in committee.

Swindlehurst of Park county said, "Miller says he objects but he does not tell us his objections."

Miller remains mum. Ross of Missoula, a derelict fireman and old party office hunter, hurried to Miller's assistance saying that Whiteside's amendment would make the bill unconstitutional.

So it would if it were to insure the railroadmen getting damages for injury received. Railroaders are not supposed to come back at the corporations for injury received. Whiteside claimed his amendment was considered by the best legal talent in Montana and he was advised that it would be alright to put in the bill. The amendment was lost.

Whiteside went to the bat again with another amendment. He wanted the express messenger included in the bill.

Miller took the carpet again in favor of his pet measure, stating that he had studied and thought on this question for two years and that he speaks for railroad men, that it was exactly like the La Follette bill which railroad men wanted and petitioned for. Miller here stated an absolute falsehood when he said railroad men wanted the La Follette bill. The congressional records show that petitions from railroad brotherhoods all over the country were read in the U. S. senate protesting against the La Follette bill and asking that it be not passed.

Whiteside insisted that the expressmen should be protected as well as the rest, as they were human.

Ross jumped to Miller's assistance stating that the bill was not for the benefit of railroad men but for the protection of the travelling public, to prevent wrecks. Turning to Whiteside he yells, "Express men do not run trains; why didn't you include the mail clerks, or go to the back shop and put the machinists in the bill?"

This shows what sort of an ignorant Ross is. He is not aware that mail clerks' legal hours for the week are a long way from being one hundred and twelve hours the same as they want to legalize for the train crews, or attempt to legalize. One hundred and twelve hours per week for machinists would mean a general tie up of every machine or back shop.

The Whiteside amendment was lost and the Miller bill went through with a whoop.

During the debate on the measure Miller stated that he drew the bill up, but it is rather strange that a similar bill was introduced in the senate more than two weeks ago; more over, it was stated around the lobbies of the hotels that Wm. Wallace, the Northern Pacific attorney, had drafted a bill to legalize the sixteen-hour day.

Miller also said that railway men devised the bill. What railway men? Superintendents, general managers or what? One thing is sure, no resolutions were shown coming from the railway brotherhoods, no committees were representing them, no communication or committee were sent by any telegraphers' union in Montana asking that their work day be legally increased four hours per day. When the representatives were asked what railroad men said it was what railroaders wanted, they said Berry.

Berry is a passenger conductor running out of Helena and is generally recognized as a professional witness of the Northern Pacific in suits against that corporation.

He is hated by railroad men in general, and some of them suspect him of being a company man, in other words, a spotter.

This is the man that is quoted as saying the bill is what the railroaders want. The bill is undoubtedly a corporation measure, gotten up to forestall the shorter work hours for railway employees.

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughes Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

Helena Merchants Miners Trial Again Turn it Down Put Off

The following resolutions were introduced before the Retail Merchants' Association that convened in Helena last week. They were turned down unceremoniously and not a paper in the state would print them. The merchants are terribly alarmed over the big rates that the railroad trust is able to force upon them, but when it comes to a measure that would benefit all the people they are as deaf to it as the big trusts are to their small interests:

"Whereas: The transportation question is acknowledged to be the most important problem before the country, and,

Whereas: Government regulation of transportation rates has proved to be a failure in dictating to privately owned railway companies, while individual property is protected by the constitution of the United States, and,

Whereas: All countries that have tried to regulate transportation rates by law have failed in making satisfactory regulations to the commercial interests of the country and the general public.

Whereas: Government regulation will prove to be an instrument of further granting to the already gigantic trusts and combines at the expense of the public through exorbitant rates charged and the granting of passes to those who stand as favorites to the trusts of the country, and,

Whereas: We believe that rate regulation is unjust without ownership by the government, and,

Whereas: We are opposed to the trusts, railroad corporations or combines, therefore be it

Resolved by the Retail Merchants' Association of the state of Montana in convention assembled that it is the sense of this convention that our Representative in Congress should be urged to assist in the passage of a bill favoring the public ownership of the railroads of the country, and be it further

Resolved: That as an evidence of the feasibility of the ownership, we respectfully point to the successful ownership and operation of railways by the following countries: Germany, Austria, Switzerland, New Zealand, Mexico, Japan, Italy and several other countries.

Resolved: Further that this question should be submitted to the people of the United States for their approval or rejection.

Adopted.
Respectfully submitted,
P. S. SANDEN.

Comrade Gershuni, the revolutionary organizer and gifted poet and scientist, is in Chicago. He declares that when the second Russian Duma convenes in March it will wipe Tsarism forever off the earth. It will be dominated by either the revolutionists or the reactionists; in either case the Duma will be dissolved shortly after it convenes. The moment it is dissolved the revolution is legalized, and a provisional government established.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

NOTES ON MONTANA LEGISLATURE

The word has gone forth that this is wholly a party legislature. The republicans vote solid as a party. Nothing can be expected to go through on mere merit.

Rumor has it that nothing has any show in the Amalgamated Tenth except what is favorable to the company. Inside information states that labor need expect nothing. Working men, behold your handi-work, and be proud of it.

Eggleston, populist-democrat, single-taxer-reformer, gave the star spiel at the Dixon banquet. Verily, Bryan is right when he says, "we're all getting together." Working men, how many of you were at the Dixon banquet at the Grandon?

Judge Henry is hovering around the legislature fixing up his fences for another term. It is said he wants his judicial district fixed up for fear he won't be elected.

Hughes Miller is working overtime to make himself conspicuous and let 'em know he's there. He is Johnny-on-the-spot on every possible occasion; bobs up and reads off motions already prepared, prances around on floor committees, and loses no opportunity to prove that he can be as valuable a flunky to the capitalist class as when he was defending the violation of the eight-hour law in Livingston. It is

More weary months must the Western Federation officials remain in their prison cells. The trial is again put off—this time till March. European working men express astonishment at such causeless, useless, and unjust delay. They ask us if there is no law to prevent such despotic injustice. The answer is, "There is none. It all lies in the power of the courts."

But does not the constitution demand that all accused persons shall have a speedy trial? "Yes, but our officials—the adjutant-general—says 'to hell with the constitution'—the congressman 'to hell with the law.'"

"Then in the free and democratic republic there is no possible way by which men accused may have a speedy trial?" "There is no power behind the court. It can delay as it likes."

And the Swiss working man, the English working man, the German working man tell of their countries across the sea where the courts are obliged to bring accused men to trial without delay. Yet, here in America men are legally seized upon a labor controversy, and although with attorneys at hand and everything in readiness they have demanded immediate trial, they have lain in prison cells for upwards of two years. Innocent men—persecuted because they represent the protest and resistance of labor against outrageous oppression and brutal infringement of personal rights. America stands amazed at such wanton violation of her historical rights, and the working men from the monarchical institutions of other countries do not understand the seemingly inexplicable contradiction. But the situation is this: The conditions of government oppression and tyranny have never before come to an issue against the working class in America. Even in the Debs case the government made only a fearful experimental attempt to use its arm in the game against labor. The traditions of freedom, fairness, and equal opportunity to all classes have not been openly violated by laws, government and courts. The class struggle was veiled by tradition and opportunity. Put the inevitable clash of interests has come, and the capitalist class stands clothed with authority and the ultimate powers of jurisdiction. In Europe the working class has been on the conscious fighting line. Slowly they have wrung concessions of protection from the ruling class, by united efforts and consolidated demands that have made sovereigns quake, surrounded by their parliaments. That encroachment upon the prerogative of power has got to be commenced by the American working class. They will be bound hand and foot if they do not awaken and give resistance. Liberal institutions are nothing. It is the struggle for the delights of the surplus. Arouse, ye slaves.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

The Wisconsin party has set its goal for 3,000 members outside of Milwaukee before the presidential election of 1908.

Dixon said in his acceptance speech that it had been his intention to retire to private life and earn a competency for a large and rapidly increasing family. He need waste no regrets on that score over broken vows. The U. S. Senate is a club of millionaires, with few exceptions; and Dixon will probably not be allowed to feel lonesome by the time his term is out, as the competency will in all likelihood increase there as fast as the family.

The Northwestern Improvement company of Red Lodge, Montana, successor to the Rocky Fork Coal company, puts the price of lump coal for the new year at \$2.75 per net ton at the mine, or \$3.25 delivered. The miners get 53 cents a ton for mining this. No wonder there is so much suffering, poverty and misery among the coal miners. To an unprejudiced observer it would look like a system of lunatics that this substance so valuable to heat and life should be so relentlessly cornered by a few to make such misery for those who work and those who use.

Do you think that a large increase in the population will be good for you as a worker? If so, why don't you go back east where there is already a large population?—Western Clarion.