

# ST. LOUIS LABOR

Official Organ of the Socialist Party of St. Louis, Mo.

THE FEARLESS CHAMPION OF ORGANIZED LABOR

OFFICE: 966 CHOUTEAU AVENUE.

ST. LOUIS, MO., MARCH 18, 1911.

Kinloch, Central 1577; Bell, Olive 4198.

No. 528

Comrades,  
Work for your  
Own Press!

Comrades,  
Work for your  
Own Party!

Family Entertainment  
AND  
Campaign-Demonstration  
Socialist State Senator of Wisconsin  
Principal Speaker of  
Evening.

To-day, Saturday, March 18, at 8 p. m., the Socialists of St. Louis will give a grand family festival and com-



SENATOR WINFIELD GAYLORD.

paign demonstration at the New Club Hall, Chouteau avenue and Thirteenth street.

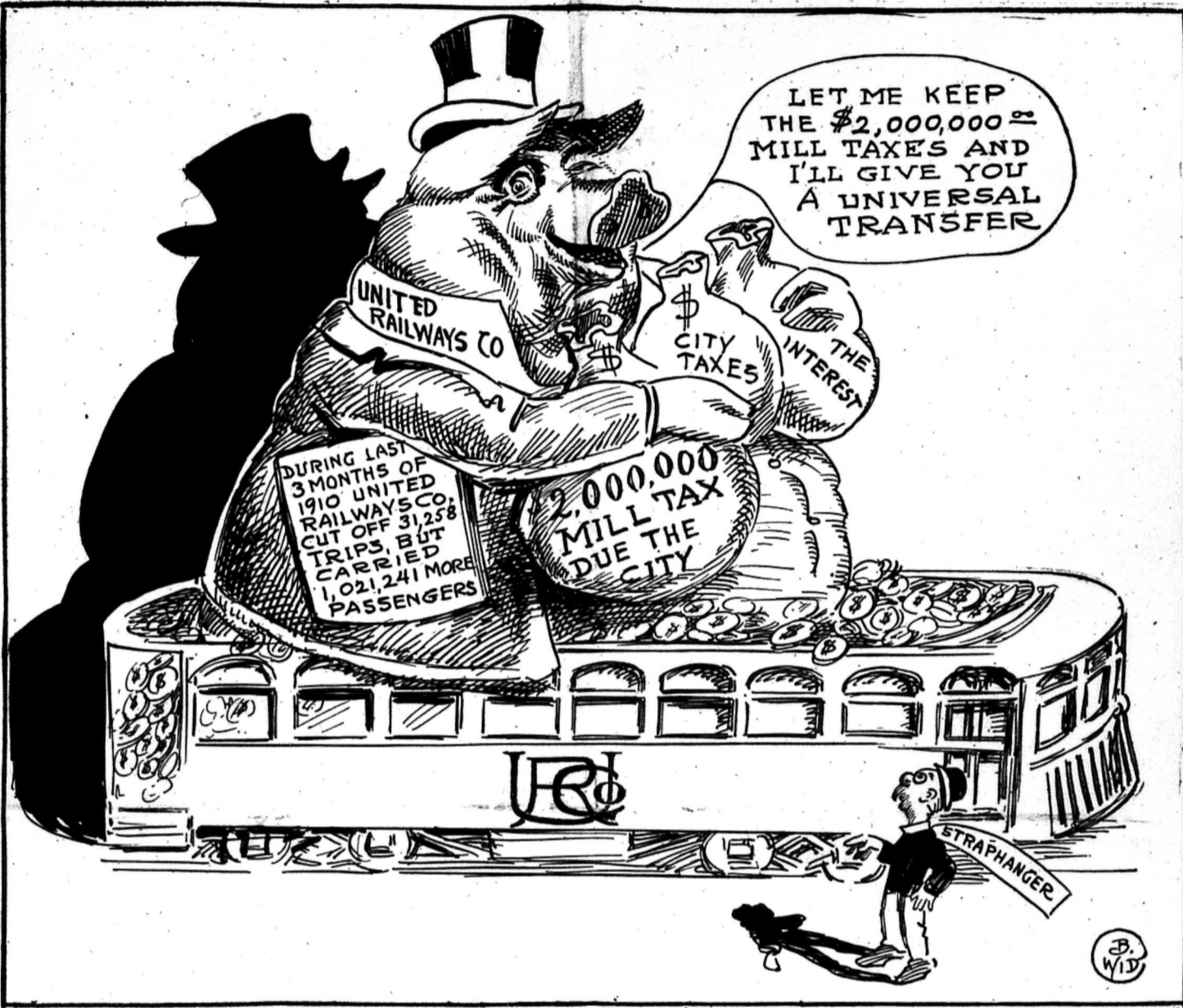
A fine concert and dance program has been arranged and a good time is assured to all who attend.

The principal speaker of the evening will be Hon. Winfield Gaylord, Socialist State Senator of Wisconsin, who will speak on the duties of the working class in municipal politics. The speaker will also give some very good information about the great work of the Socialist administration of Milwaukee.

Admission will be 10 cents a person. Children accompanied by their parents or relatives will be admitted free.

- Concert Program.
- Overture ..... Orchestra
  - Song ..... Louis Volkert
  - Yodel songs ..... Swiss Quartet
  - "Unionism and Socialism" .....
  - ..... Living Picture
  - Marsellaise ..... Orchestra
  - Address ..... Winfield R. Gaylord
  - Song .....
  - United Workmen's Singing Societies.
  - Orchestra.
  - Dancing.

## LECTURING DEM. and REP. POLITICS



Workingmen of St. Louis, it is up to you to decide the question whether our municipal administration shall serve the people or the Big Cinch corporations. Follow the example of your Comrades in Milwaukee, who held a general house-cleaning by electing the entire Socialist ticket, with Emil Seidel as Mayor. Instead of blindly following the servile political leadership of the old parties, you should join your own party of labor—the Socialist Party.

Let the progressive citizens of St. Louis realize that the end of our democratic form of government is close at hand unless they join hands with the working class under the banner of the Socialist Party and by their united effort and solid Socialist vote take possession of the management of our public affairs and establish the bona fide government of the people, for the people and by the people. Tuesday, April 4, the people's voice must be heard!

## No Compromise with Highway Robbers

LET THE UNITED RAILWAYS CO. PAY THE \$2,000,000 MILL TAX DUE THE CITY OR QUIT BUSINESS.

Why Not Measure This Monopoly With the Same Measure as Any Other Taxpayer?

Indeed, it is disgusting to see our leading "statesmen" in the City Hall almost shed tears for the United Railways Co. in order to assist this street railways trust in the attempt to rob the city of St. Louis of \$1,000,000 in taxes.

When a poor workingman, with his \$500.00 house and shanty, is slow in paying his taxes, on comes Mr. Sheriff, and in the name of the law puts the poor wretch and his family "out of business" for good.

With the United Railways Co. it is a different matter entirely. This monopoly, that sticks to the hold-up methods of the highway robber, is above the law. No law can reach this vampire.

The municipal lawmakers have secret banquet and dinner conferences with Festus J. Wade and other North American Co. pirates and "agree" that the United Railways Co. deserves to be treated in a spirit of justice and fair play, and that of the two million dollars the monopoly owes the city for taxes at least one million should be cancelled.

Within the last week the daily papers, practically unanimous, were "softened," seemingly with a good dose of Big Cinch oil, and everything seems to be prepared to not only rob the city of one million dollars of back taxes, but of new franchises which the United Railways Co. is now trying to secure.

The Socialist Party insists that the United Railways Co. pay the two million dollars due the city. Too long the people of St. Louis have been sand-bagged and exploited by this powerful monopoly that deserves no more consideration than the highway robber.

### ATTENTION!

All members of the Workingmen's Sick Benefit Society No. 265 are hereby informed that the regular meeting, which should be held on March 18, will be held one week later, i. e., on Saturday, March 25, on account of the annual Socialist March festival and campaign demonstration, which will take place on March 18 at the New Club Hall.

A. L. SIEPMAN, Secretary.

## Attempt to Steal One Million Dollars from City Treasury.

ONE MILLION DOLLARS DUE THE CITY BY UNITED RAILWAYS CO. SHALL BE MADE A PRESENT TO FESTUS J. WADE, JIM CAMPBELL AND THE OTHER BIG GRAFTERS

With the Help of the Schneiderhahn Joint Committee of the Municipal Assembly

THE CITY TREASURY SHALL BE ROBBED OF ONE MILLION DOLLARS IN TAXES.

ALL OF THE STREET RAILWAY TRUST'S FRANCHISES TO BE RENEWED AND EXTENDED TO 1948.

### The Ordinance Covering the Deal.

About two years ago the Municipal Assembly appointed a committee to investigate the deplorable conditions under which the United Railway Co. is operating the street railway system of St. Louis.

At that time Councilman Schneiderhahn talked very radical, and the people were led to believe that the street railway monopoly would soon be compelled to have at least some little consideration for the welfare of the public.

During all these many months nothing was heard of this committee and its work was a mystery to the people.

About ten days ago the committee, meteorlike, appeared in public, announcing through the columns of the daily press that the report was ready and would be submitted to the Mu-

nicipal Assembly at its meeting on Friday, March 10th.

The committee consisted of Councilmen Schneiderhahn, Schutz and Espenschied and Aldermen Russell, Samel and Tirre.

The committee's report has been published in full. It is unique, indeed. It is almost impossible for any honest, conscientious citizen to imagine that a committee of the Municipal Assembly would have the nerve to present a report with such outrageous recommendations as this Schneiderhahn-Schutz-Tirre document.

In this report the committee recommends the adoption of two bills by the Municipal Assembly, containing the following stipulations and conditions:

Of the two million dollars which the United Railways Co. owes the city for accumulated taxes since 1903 the street railway monopoly shall pay only one million, while the other million due the city shall be canceled for the sake of peace and harmony.

This million dollars (i. e., half the amount due the city for unpaid taxes) shall be paid off in 99 monthly installments—\$20,000 the first month and \$10,000 in each of the 98 months following.

Which would give the United Railways Co. ten full years to pay only half of the taxes due the city to-day, while the other half—i. e., one million dollars—would be given as a present to the company.

Where the interest on this money, kept back by the company for ten years, is to go the report does not make plain.

In addition to canceling one million dollars of the monopoly's taxes due the city, and accepting a ten years' installment plan payment on the other million, the Schneiderhahn-

Schutz-Tirre bill provides "that any and all rights, privileges and franchises incident or attached to or running with any street railway which said United Railways Co. of St. Louis has purchased, leased or acquired either under the name of the Central Traction Company of St. Louis by

poses to sell the present and future generations to the St. Louis street railway trust.

In order that the United Railways Co. may be assured to collect the five-cent fare for adults and 2 1/2 cents for children, Messrs. Schneiderhahn, Schutz, Tirre & Co. included in their

Thus for nearly half a century the United Railways Co. would be authorized to collect the five cents fare. If next year the city limits would be changed, the monopoly could, without interference on the part of the municipal administration, charge ten cents' fare within the new city limits.

The bill of the joint committee is also the bill of the United Railways Co. It is the product of co-operation—a compromise bill, you know! But is a fine bill for the citizens of St. Louis to pay!

The proposed ordinance also provides for the creation of a Board of Street Railway Supervision.

This would be a fine thing for the United Railways Co. to have. Such board could be handled by the monopoly like a toy. Just read how this "Board of Street Railway Supervision" is to be made up:

"Said board shall exist so long as said company shall continue to operate under the present ordinance, or by virtue of any franchise which it has heretofore acquired and now owns or controls, and the members of said board shall be selected and appointed as follows:

"One member shall be appointed by the United Railways Company and the salary of such member shall be paid by said railways company. Said company shall, upon making such appointment, notify the Mayor thereof in writing. Said railways company shall be required to make the first selection and appointment within sixty days after this ordinance shall go into effect.

"Within fifteen days after such notification to the Mayor, the Mayor shall appoint the second member of said board, which appointment shall be subject to confirmation by the Council. The salary of such member

### Annual March Festival

AND  
→ Campaign Demonstration ←

### ST. LOUIS SOCIALISTS

ON SATURDAY MARCH 18TH,  
8 P. M.

### NEW CLUB HALL, 13th Str. and Chouteau Ave

GOOD SPEAKERS

Entertainment and Dance.

Admission, 10c a Person.

virtue of Ordinance No. 19352, approved April 12th, 1898, or which it has leased or acquired in its present name, or which it may now own or operate, shall be used and enjoyed by the United Railways Company of St. Louis up to and including April 12th, 1948."

In other words: the joint committee of the Municipal Assembly pro-

posed bill this iron-clad clause:

"Section 4. And as a further consideration, said United Railways Company shall be permitted to charge a cash fare of five cents for each adult passenger and two and one-half cents for each child under the age of twelve years and above the age of five years for a ride within the present city limits of St. Louis.













