

SPECIAL

LOCK-OUT

EDITION

The Irish Worker.

EDITED BY JIM LARKIN.

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[HALFPENNY.]

The Lock-Out.

Now, as to the alleged lock-out, which has turned out to be the greatest fizzle on record. Out of all the coal firms in Dublin only four carried out the resolution to bluff their men. First comes Tedcastle, M'Cormick. I wonder what Mr. Robert Tedcastle thinks of the game, a man who when he had charge of his own steamers and coal depot was always prepared to treat with his men. Now they who pull the strings ignore him. He, like others, is but a pawn on the board. His accumulated money is to be the ammunition used against the men who made it for him; and some of the men who are playing ducks and drakes with his business have taken good care they themselves are secure. Then we have Wallace Bros., the chairman of which company is a great Irish Irelander, I don't think! great on Irish industrial development and sweated labour; Thos. Heaton & Co., J. Carroll & Co., who got his big trade during the big strike of 1890 by granting the men what they demanded. Before this fight closes he will be sorry he ever attempted to do Heiton's dirty work, and Mr. Robinson, who no later than Friday evening told me himself in answer to a question that he was not going to take any part in the struggle but was going on with his work. This Mr. Robinson actually got a contractor named Binns, of Clontarf, to write explaining and apologising for having interfered in the Brooks Thomas fight. He is also Government contractor both to Post Office, War Office, and Board of Trade; and this gentleman, who gave his word on Friday, finds no scruples in breaking it on Saturday morning. Again, Mr. Wallace during the dispute with Brooks Thomas when his attention was called to the fact that one of his foremen had sent coal to the aforementioned firm who then had a dispute with their workmen, ordered the coal back and promised not to interfere in the dispute. And the secretary of this monopoly, which has kept up the price of coal in Dublin for years, and done more than any other body to kill local manufactures, this secretary, Mr. M'Donald, when challenged why he was supplying Mrs. Inglis, of Westland Row, confectioner, with coal on Carroll's order, said no, he would not do any of Carroll's work nor assist Carroll in any way, and offered to show his books to me to prove that they (M'Donald) always supplied Mrs. Inglis with coals. This is the man who denied he had any communication with the Union or recognised the Union in any way. This is the man who, a few months ago, signed a bond to employ trade union labour and pay the wages fixed by the trade union. Upon those conditions he got the Pembroke Council contracts and Richmond Asylum contracts. These are the kind of employers men have to deal with. Does it require any further argument for the need of a trade union

and trade union officials to speak on behalf of the men employed by them? Neither the word nor the signed bond of some of these men can be relied on. These are the individuals who are flaunting an alleged agreement, which was supposed to be signed on behalf of the Dublin workers in 1908. The agreement was signed by a Mr. James Sexton on behalf of the National Union of Dock Labourers, which agreement the men in the port repudiated, and it was because of that agreement, made against their interests, that the men threw over the National Union. There has been no members of the National Union of Dock Labourers in Dublin—nay, in Ireland, except Derry—since November, 1908, and Mr. M'Cormick knows that better than any man. Publicly and privately that agreement was repudiated. They might as well say that the silent dead in Glasnevin acquiesced in the present government of this country, and their acquiescence binds the living men of this town. No! The living men of this town are going to have their union. They claimed the right to appoint their own chairman and secretaries, just inasmuch as Tedcastle, M'Cormick claimed to appoint Mr. M'Cormick as chairman to speak on behalf of the shareholders—that and no more, and no less. The firms named below are blackleg firms, and are unable to supply coals to any person or firm, they having locked-out their workers:—

BLACK LIST.

TEDCASTLE, M'CORMICK.
HEITON & Co.
J. J. CARROLL.
FLOWER, M'DONALD.
S. N. ROBINSON,

who are also trading as the Coal & Steamship Co., and the Arley Coal Co., Burch quay.

If you want coals or salt get them from the following trade union firms, who can supply all classes of coal, and who pay the union rate of wages:—

UNION LIST.

DUBLIN GENERAL STEAMSHIP-PING CO., Beresford place. Telephone—336 and 102.
W. W. ROBINSON & SON, 19 Westland row. Telephone—1395.
NUZUM BROS., Great Brunswick street. Telephone—32.
JOHN M'CARTHY, Mount street. Telephone—2852.
DUBLIN COAL COMPANY. Telephone—2304.
DIAMOND COAL COMPANY, D'Olier street. Telephone—2930.
DICKSON. Telephone—2164 and 2509.
P. MURPHY, Hanover quay. Telephone—4774 and 2793.
THOMAS J. NICHOLL, 18 City quay. Telephone—139.

If you want to ship general cargo or live stock ring up
BRISTOL STEAMERS.

MICHAEL MURPHY, Shipowners,
CARDIFF STEAMERS.
GALE LINE OF STEAMERS.
MANCHESTER LINE OF STEAMERS.
who all pay union wages and recognise union conditions.

STRIKE!

The position this morning is as follows:—The Burns Line struggling along, scabs working boats across, very little cargo passing through. Laird Line, practically tied up. City of Dublin boats, all tied up, no cargo moving. Tedcastle Line, both cargo and coal boats, tied up. Manchester boats, paying and recognising union wages and conditions. This, by the way, is somewhat unique. Mr. Watson, Chairman of the City of Dublin Steampacket Company, refuses to recognise the union and will not employ members of a trade union; but Sir Watson, of that ilk, as agent for Dublin and Manchester Steamship Company in Dublin, has not only agreed to pay union rates of wages, but has also agreed to recognise the Union and carry Union Sailors and Firemen. This is a regular Dr. Jekyll and Mr. Hyde existence. Further, as a director of the Cunard Co., he has also recognised the union in Liverpool, all men working aboard Cunard boats, either as sailors, firemen, or cooks, butchers, bakers, or stewards, have to be union men and wear the union badge.

We, therefore, ask the commercial people, consignees, and cattle salesmen, how much longer are you going to allow Watson to use your needs and necessities, that he, the mighty one, may play the game of beggar-my-neighbour? His interests are bound up with the development of foreign transit, and he is not concerned with the development of Irish Trade. Where are the statesmen who control the destiny of the Irish cattle trade? Why don't they charter boats to carry their goods and not allow this gentleman, Sir Watson, to humbug them any longer? And may we ask the Irish Party why this silence? What howling there was a few years ago when there was a possibility of the City of Dublin Company losing the mails. The Irish Party fought tooth and nail for the retention of the contract for the City of Dublin Company. Will the Irish Party do as much for the Irish worker? We'll wait and see.

According to the terms of the contract the Company are bound to pay the recognised standard rate of wages and observe fair conditions of labour. When Sir, then Mr. Watson, wanted the mails he did not scruple in seeking the assistance of the Irish Workers. Let this question be distinctly understood by that school of patriots who are always decrying the Irish Workers for asking for some share of the wealth they create. What have we to say to Watson and his type? men who agree to pay and recognise union conditions in Boards which are engaged in competing with Ireland's commerce? Here, on the other hand, is a company owned in Ireland and controlled

by Irishmen (I refer to the Palgrave Murphy steamers), who not only pay union wages, but who are always prepared to hear any complaints from their men, and if genuine, redress them. Why cannot those shippers both general produce and cattle, also manufacturers, come together as the Manchester shippers and merchants did, and say to their servants, the shipowners, either meet your men and discuss terms, or we will get boats of our own to carry our goods?

Workers' Mass Meeting.

Big Gathering in Beresford Place.

ADDRESS BY THOS. FORAN, JAMES CONNOLLY, P. T. DALY, HARRY HOPKINS, PRESIDENT GOVAN TRADES COUNCIL; COUNCILLOR MICHAEL M'KEOWN, AND JIM LARKIN.

A meeting of the workers was held yesterday in Beresford place in connection with the lock-out in the coal trade. The gathering was extremely large, and was held under the auspices of the Transport Workers' Union. Contingents were present from the various branches. Two bands attended, the Transport Union and the O'Connell Band, City quay, and made a parade through portion of the city prior to the meeting. Addresses were delivered by Messrs. Thos. Foran, President of the Executive of the Transport Workers' Union; James Connolly, North of Ireland, organiser; P. T. Daly, Southern organiser; Harry Hopkins, President Govan Trades Council; Councillor M'Keown, Secretary, Belfast; and Jim Larkin. As usual there was a force of police present, larger in numbers than at any meeting previously, but as customary they had no other business at the meeting than to listen to the addresses.

Mr. Thos. Foran, who was moved to the chair, said they had a host of speakers who would deal ably with the situation, and he first called on Mr. Connolly, organiser North of Ireland, to address them.

Mr. Connolly, who was received with cheers, said—I am glad of such a large gathering, and I am more glad because of the purpose for which it has been called together. It makes it clear to me what for a long time I have been saying, that whatever else may be said about Dublin people, there is one thing they are prepared to do, and that is to stand straight and true to the working classes. Now, I want to call your attention to some peculiar features of this strike or lock-out which marks it off from all previous fights we have had in the shipping industry. As you remember, this is by no means the first fight there has been in the shipping industry of this and other countries. If you go back a little while you will remember there has been enormous struggles fought by the dockers and seamen of these countries before. You remember the great strike in London, which was practically the beginning of what is called unskilled labour. You remember we have had strikes in Liverpool, Glasgow, and Newcastle; and you remember the great strike in Hull, in which the dockers went out on strike some 20 years ago. Mr. C. H. Wilson, the proprietor of the Wilson Line, said he was prepared to spend a quarter of a million of money—money wrung from the sweat of the dockers, to smash if possible the dockers of the city of Hull. The feeling at that time in Hull became so great that they had not merely the police and military, but they had some gunboats brought up the river. Still, despite the quarter of a million of money and all the forces they

did not succeed in smashing the dockers, and I much mistake that they will succeed in smashing the workers of Ireland now when they did not succeed in smashing our English brethren. You remember the dock strike in Hamburg also. Now, in all the strikes there was one feature distinguishing the men which neither runs through nor distinguishes the present struggle. Then they had as much heroism and as much self-sacrifice as to-day, and as regards heroism and self-sacrifice let me say this. Some persons who have never been in a strike, those who are only lookers on, are perhaps inclined to sneer at the rough ways of the dockers. Yet there was never a war in which there was more heroism, more self-sacrifice and more humanity, more intense love of fellows, and more capacity for sacrifice shown, than is shown by the working classes during strikes (cheers). They have shown lessons in heroism and martyrdom that might well be copied by some of the frock-coated and top-hatted people who criticise them so rudely. Now, in all these strikes hitherto there was one feature—a distressing feature—which is not present to-day, and that was that while they had the sailors out they had the dockers in, or while the dockers were out the sailors were in—in fact, while one body was out they had the other scabbing on them. We, of the Irish transport industries, have learned a lesson from all that, and that is to fight in an organised, sensible, and orderly manner. Hitherto the seamen have been in a union by themselves, and the dockers were in another; and when the seamen and firemen were out on strike the dockers were working—and when the sailors were out a scab crew would manage the ship and bring it into port. All the sections were working against each other, and the master class were able to employ one section to smash and destroy the other. It reminded him of what he had seen in various parts of the world, how the master class, wise in their generation, employed one body of workmen to get advantage of the other. He remembered in the big copper mine at Butte, in North America, how Marcus Daly, the owner, used to pit Limerick men, and Tipperary men, and Dublin men, and Kildare men against each other. He would go to the Tipperary men and say, "I always heard you were stone-flyers, were good workmen, but look at those Wexford fellows—are you going to let yellow-bellies like them get the better of you?" Again, he said to the Cork men, who came from God's own town, and were the Devil's own people, "were they going to allow those Kildare fellows from the short-grass country to get the better of them?" In this way he put one county against the other, and in the evening they fought each other in the saloons, and Marcus Daly was killing himself laughing at the way the workmen were killing themselves for his benefit. The men were acting singly, each county against the other, and thus Marcus got the best of them. They did not realise the importance of acting together, and thus get the better of Marcus. Now, we to-day in this great strike have all learned the lesson of acting together. Henceforward, when the sailors quit, it will be a sign for the dockers to quit, too (applause). And when the dockers quit working it will be a sign for the sailors to walk ashore also. We have learned the lesson of acting together. They had seen at Liverpool recently how the men on the great liners, having got their increased wages and the recognition of their union, took up their kits and walked ashore because the dockers would not get the rights they were looking for. If, therefore, it was good for Englishmen and Scotchmen to fight together, why should it not be good for Irishmen also? Were we going to be the scabs of the international battle-field of the pre-

sent time? ("no, no"). Well, the Transport Workers' Union is here now, and we say that the more Irishmen we are, the more it is our duty to act the part of men in this international struggle of the working classes, and by so doing we are going to bring this fight to a successful issue. We appeal to you to recognise what it is we are fighting for. We are fighting primarily for the right to organise. Our point is that labour should have the same right to organise as the other class. After that we place our rights in regard to wages and hours and conditions of work. But we place this question of the right of organising first, and also that the union must be recognised. By proceeding on these lines we will build up our organisation and get higher wages and better conditions of employment in the future. In building up the union we are raising Ireland up. By means of this organisation the people will be given a better chance of living—they will be given better wages and better house accommodation, instead of living in the slums. In Belfast the workers were not as strong as they were in Dublin, because the old policy of guarding the workers is in progress in Belfast. In some places in the past it was union against union; but to-day in Belfast it was religion against religion. But we of the working classes are getting slowly and gradually into our own heads that so long as the masters make no distinction as to who they will employ, be they Catholic or Protestant—but were quite ready to make profit out of them—we will refuse to allow religion to divide us in our unions. I don't care where a man worships, but I do care where he works, and I do care where he gets his pay on a Saturday night. I don't care how a man worships, but I do care that he has a man's rights allowed to him, and that he is a man standing along with his fellows in the common battle for the uplifting of the human race (cheers).

(To be continued.)

The Jewess and her Son.

Poor Mrs. Levi had a luckless son,
Who rushing to obtain the foremost seat,
In imitation of th' ambitious great,
High from the gallery, ere the play begun,
He fell all plump into the pit,
Dead in a minute as a nit:
In short, he broke his pretty Hebrew neck;
Indeed and very dreadful was the wreck!

The mother was distracted, raving, wild—
Shrieked, tore her hair, embraced and
kissed her child—
Afflicted every heart with grief around:
Soon as the shower of tears was somewhat
past,
And moderately calm th' hysteric blast,
She cast about her eyes in thought profound:
And being with a saving knowledge blessed,
She thus the playhouse manager addressed:

"Sher, I'm the moder of the poor Chew lad,
Dat meet mishfartin here so bad—
Sher, I must have the shilling back, you
know,
Ass Moses haf not seen the show."

—PETER PINDAR.

A racehorse has died in Britain and the news has been cabled out to the "Dominions beyond the seas." The animal, when alive, was valued at £20,000. That is to say, it was worth more than 20,000 workers. There are millions of workers in Ireland to-day who wouldn't fetch a pound apiece. Carlyle pointed out half a century ago that an able-bodied horse was sure of board and lodgings at least, an able-bodied man was not. The State, then, as now, could afford to pay the unemployed a good round sum if they would engage to go and hang themselves. This is civilisation.

Gaelic Games.

Yesterday's Matches in Dublin.

[SPECIAL REPORTS TO THE IRISH WORKER.]

LEINSTER CHAMPIONSHIPS.

Yesterday at Jones's road two matches in the 1911 Leinster Senior Football Championship were brought off between Meath and Queen's Co., and Kildare and Wicklow in presence of a fairly large attendance of spectators. The competing teams, accompanied by a large following, travelled by special trains to Dublin. The matches were not up to the standard of Championships contests, but all the same they furnished an interesting two hours sport. The match between Meath and Queen's Co. developed into a dull affair, in which the former were victorious. The contest between Kildare and Wicklow was a livelier affair, some good football being witnessed. The Kildare Co. turned out practically a new team, compared with that of some years ago, when the famous "All-Whites" won the All-Ireland Championship. Yesterday's team was mainly composed of Junior players, nearly all of the old players having emigrated. Wicklow travelled up without several of their best players, and this had a disheartening effect on the team, who played pitifully up to within ten minutes of full time, when the "short-grass" boys had matters all their own way. Judging by yesterday's play, Kildare have no chance of winning this year's Leinster Championship. Their form yesterday was a disappointment to their many supporters. The Meath team was composed of players from Castletown, Bohermeen, and Kells clubs, the Kildare team of players from Rosebery, Clane, Monastrevan, and Rathmore clubs, and the Wicklow team of Rathnew, Garnew, Wicklow and Avondale clubs. Details:—

MEATH v. LEIX (Queen's Co.)

This match started shortly after the advertised time. Both teams turned out neatly attired—the Meath men dressed in yellow and black jerseys, while the Queen's Co. men wore red and green. Meath played to the canal goal, and after about five minutes' play Fox was responsible for a major score for the Royal County. Play became dull after this for some minutes, until Timmon made a run down field for Meath, but the forwards were well beaten by the Leix backs. After some poor play the Leix men got up field, and after some exciting passages the equaliser was sent through the nets, per Delaney. The Leix men kept up the pressure, and after more fast play they increased the score by a point, which was quickly followed by another. This was soon after succeeded by another minor from a free, per Dunne. Immediately after the half-time whistle sounded with the scores reading—

Leix ... 1 goal and 3 points.
Meath ... 1 goal.

On restarting the Meath men broke away, and before the Leix men could get to their places Fox had a point up. The Leix men were called on to defend on delivery, but Hughes got through, and another point went to the Royal County men. Lively play followed, and the Meath men got close again. Fennelly got in a good kick which struck the goal post, but Wallace, who was near the goal mouth, came to the rescue and sent through the nets, which left the Meath men leading by 2 points. Vigorous play ensued, the Leix men got down field, but they were quickly stopped by the Meath men, and play was sent to centre field. Killen next brought off a fine save in goal mouth for the Leix men. Fouls became frequent in the succeeding play. Leix got a free close to

goal mouth, but Ward brought off a splendid save. The Leix men fought hard for a score, but their efforts were unrewarded, as the Meath backs were on the alert. Uninteresting play was the order until the final whistle sounded, when the scores were—

Meath ... 2 goals and 2 points.
Leix ... 1 goal and 3 points.

Mr. Maurice Collins, Dublin Geraldines, refereed.

KILDARE v. WICKLOW.

Kildare turned out in their usual familiar colours, all white; while the Wicklow men were neatly attired in blue jerseys and white knicks. Wicklow played to the canal goal, and on the throw in the Wicklow men made a great burst down field, and Kavanagh kicking to Gray, the latter sent through a grand goal, completely mesmerising the "short grass" men. The goal kick favoured Kildare, until Kavanagh and Fortune cleared, and play was in Kildare territory. Kildare next made an attack on Wicklow's goal, which ended fruitlessly. Wing play was next the order, until Carroll and Byrne were called on to clear for Wicklow. Even play was the rule until a Kildare forward sent in a point, per Carey. The Cillemantan goal man next brought off two fine saves. Kildare were awarded a free within a couple of yards of the Wicklow goal, a point resulting, per Kennedy. Wicklow were kept defending for some minutes, and right well did the backs respond. Kavanagh and Jordan cleared for Wicklow, and play was transferred. Fast play followed. Wicklow were awarded a free, and Tom Kavanagh had little difficulty in securing a point. Kildare retaliated on delivery, Carey scoring a point. Play was next of a fast order, and with a great running kick Dowling sent well up to the Wicklow goal. The custodian, in endeavouring to save, left his place, and Joyce was enabled to put in an easy goal. Kavanagh and Carroll next came to Wicklow's rescue, and a free put them in Kildare territory, Jordan sending wide. Gray made up for this by scoring a point. Immediately after the half-time whistle sounded with the scores reading—

Kildare ... 1 goal and 3 points.
Wicklow ... 1 goal and 2 points.

After the usual "refresher" the teams lined up again. On the throw in Kavanagh was fouled and the free put Wicklow up field. The forwards attacked with determination, but the Kildare custodian was reliable. Twice did Wicklow get close, but the forwards lacked combination. They kept up the pressure, and J. J. Doyle, after some nice passing, scored the equaliser. The Wicklow men played up with great determination, but failed to score. A free by Kavanagh was sent wide by Fortune. Kildare changed play. After this a free changed matters in Wicklow's favour, but Burrowes sent wide. The delivery favoured Kildare, who were awarded a free right in the mouth of the Kildare goal, which was grandly saved by the Wicklow men. Kildare returned to the attack, and Carey put them a point ahead. The Wicklow men had several chances in the ensuing play, but the forwards, Doyle and Jordan, sent wide by inches. From a free Kildare sent well down, and an easy goal was the result, the goal man failing miserably in his attempt to save. This score was followed up by a point, which was quickly followed by another. A minute after the long whistle sounded, leaving the "short grass" winners on the following score:—

Kildare ... 2 goals and 6 points.
Wicklow ... 1 goal and 3 points.

Mr. M. E. Crowe, Hon. Sec. Co. Dublin Board, G.A.A., refereed.

Football League Ties at the Thatch, Drumcondra.

Ideal weather favoured the Football League at the Thatch on yesterday, when they brought off two important ties in their competitions. At 12.15 the Bray Emmetts and James's Gate senior teams lined out in the semi final. The Brewery men were on the heavy side, and the ground favoured them to a great extent. The game was not long in progress when it could be seen that the light team from the seaside would have a hard tussle to wrest the laurels from their hardy opponents, and although they fought out manfully, they could not withstand the heavy onslaughts of the "Gate," who won four points.

Malachy Doyle and M. Byrne played a hard game for the Emmetts in the back division, and it was owing to their splendid defence that the score was so small. Brazil of the "Gate" played a marvellous game, and seemed to be all over the field, always in the right place. His play was a revelation to the spectators. The second match listed was between Parnells and Kickhams, but the latter not turning out the Parnells were awarded a walk-over by Mr. A. M. Keogh, who also refereed the Emmetts v. James's Gate match with his usual ability. We understand that the walk over to the Parnell Team means the League Championship. Why the Kickhams did not turn out is a matter which the League will have under consideration at their next meeting, as it is rumoured that they went on an excursion to the County Wicklow on yesterday. Certainly, an explanation is required from the Kickhams. The third match on the programme was between the St. Patrick's and James's Gate in the final of the Minor League. Much interest was taken in this match as it was well known that both clubs would field a clever seventeen. When they had lined up it was seen that they were equal in stature, with the exception of one or two of the "Gate" backs who were a little on the heavy side, while at the same time juvenile in appearance. Weight, however, is a great asset in the Thatch ground. On the throw in the Brewery boys immediately became the aggressors, their left wing catching the ball, and instead of kicking it in the usual Gaelic style, he dropped it on the ground and tried soccer tactics, which, however, did not succeed, as the Patricks got on to the ball and carried it to the other end, where their right wing narrowly missed a score with a swift cross shot. Midfield play ensued for a few minutes, when the left wing of the "Gate" got possession, and instead of the soccer tactics adopted in that part of the field in the opening of the match, the ball was passed in good style to John Byrne, who gave Clarke, the goal-keeper of the Saints, no chance with a swift low shot. On kick out the Tilkas youngsters reached the position, and with good, determined play, brought the leather to the other end, where a score seemed eminent, but was spoiled by a foul. The Saints were now playing with great determination, and were deserving of a score, which was not long delayed, as a splendid pass from the right wing raised the white flag. On kick out the Brewery Minors carried the leather to the city end, and their forwards narrowly missed scoring. A free 15 yards from goal was taken by John Byrne, who scored a goal with a lightning shot right under the cross-bar. Half time.

James's Gate, 2 goals.
St. Patricks, 1 point.

With the sun behind them the Gate Seniors commences the second period on good terms with themselves. On throw in the Patricks looked like scoring, but the right back of the Gate relieves with a

nice kick. A fifty yards' kick to St. Patrick was badly taken, but they kept up the pressure and scored a point. Mid-field play was followed for a few minutes when the Gate boys tried their hand (or rather their foot) at scoring, but did not succeed. The play of the Saints at this point was not up to their usual standard, as they seemed to be nervous in catching the ball, which their opponents seemed to be adepts in. A foul against "Gate" looked dangerous, which eventually turned out to be so as the kick, splendidly taken by McGowran, was sent over the cross-bar for a goal. The "Gate" backs now asserted themselves and placed the leather in the hands of their forwards, who, after manoeuvring, scored a point. The time was now waning short and the Patricks forwards made a fine effort with a swift shot which went a few feet outside the upright. The Tolka boys now seemed to be all over the "Gates," but the latter's backs presented a stone wall defence, and held out to the end. Result—

James' Gate, 2 goals 1 pt.
St. Patricks, 1 " 2 pt.

Mr. George Byrne refereed and gave every satisfaction.

Manufacturing a Famine.

There is likely to be an advance in the prices of many things this week or next. In fact coal and bacon have gone up to an extraordinary figure. It is not because there is any shortage in either of these articles that we are now paying more for them, but because an attempt is being made to create an artificial famine in Dublin, for the purpose of starving the men into submission who are on strike, or who are locked out by the employers. There is absolutely no necessity for running up the retail prices of food at present as there is no shortage in the country. The whole thing is a dodge between the employers and the wholesale merchants. American bacon could be imported at the same rates as hitherto and the shipping companies would still make a profit on it, even if the employees were paid the advance in wages they are asking for. The same applies to coal.

Instead of taking advantage of the temporary scarcity of American bacon to run the Irish up to famine prices, one would think the Irish firms would try to secure the market for themselves by supplying the shopkeepers with their own goods. There has been no advance in railway rates and there is no reason why the Irish firms could not meet the present demand. They should aim at increasing their output rather than their prices, and they would find it pay better in the long run. But they are too shortsighted and unenterprising to do anything like this.

Coal boats are still running and should be well able to meet any demand that is likely to be made at this season. There would be some justification for the increased price if it was later in the year; but now there is none. As we said in the beginning, it is only an attempt to create an artificial famine, and will help, rather than hinder us, by showing up the methods adopted by the shipping companies to starve the men into working for starvation wages.

Bear in mind it is the shipping companies who are responsible for the increased prices of food and coal, not the men who are on strike.

WORKERS!—Fall into line! Join the Transport Workers' Union—not an English branch affair, but a Union of Irishmen, governed by Irishmen—and doing good work.

Workers! Remember, to be free, yourselves must strike the blow!

Our Defiance.

BY THOMAS F. O'REILLY.

As changeless as the mountain stream,
Still onward ever rushing,
Young Liberty's pure sacred beam
Each Irish heart is flushing;
We never knew the word despair,
Nor hid our chains in garlands,
Although to bask in freedom's air
Some sought a home in far lands.
We never bowed to England's wrong;
Ourselves our sole reliance—
By word and pen, in prose and song,
We hurled her back defiance.

Unceasingly we toiled for bread
With manly, brave endeavour,
Although a ray of hope was shed
Upon our efforts never;
We sowed the seed, who reaped the grain.
Left nothing but the stubble,
Our bondage one long night of pain,
Our lives one endless trouble.
We never bowed to England's wrong;
Ourselves our sole reliance—
By word and pen, in prose and song,
We hurled her back defiance.

But now, thank God, our native land,
Raised up like broken column,
Contains a faithful, fearless band,
With pupose firm and solemn,
Who'll never bow a slavish head
To tryant's vile dictation,
But freedom's light more widely spread,
And free our Irish nation,
While we bow not to England's wrong;
Ourselves our sole reliance,
By word and pen, in prose and song,
We'll hurl her back defiance.

Greenmount Spinning Co.

TO THE EDITOR IRISH WORKER.

SIR—I beg to bring the following facts under your notice as you may consider it worth making public or taking other action. Were I able to do so I would at once try legal proceedings, but being idle since September I cannot, and the principle involved is important to my mind.

My daughter has been employed for some time by the Greenmount Spinning Co. as a linen weaver. The nuns at the Hospice recently procured her a situation (they never liked her employment in the factory) which she was to take up to-morrow. To enable her to do so she gave a week's notice on Monday, 1st inst., and worked out her week to last night, 8th inst. During that time she earned 4s. on piecework, and on going for it to-day she was told that she would not be paid without a fortnight's notice.

The employment is weekly, the week ending on Mondays, so that when paid on Saturdays there is always five day's wages till due.

Now, in this case it means either losing the situation or forfeiting the 4s. earned, and the latter will be preferable. A very short time ago they stopped her pay for being absent one day and she got no money for two weeks.

I should imagine a week's notice ample for weekly employment, whether piecework or time, but evidently the manager of the Greenmount Co. thinks he can do as he likes and make laws of his own. Even small as the sum is, I would test the legality of the matter if I was able.

I consider it right to let you know these facts, as a reference in the press might be of benefit to someone else.—Yours faithfully,

D. O'BRIEN.

Questions and Answers.

WHY THE PEOPLE EMIGRATE.

Because the average wages of farm labourers in Ireland is about 11s. a week.

Because most men employed in our cities get less than 16s. a week.

Because girls employed in city shops and factories get from 3s. 6d. to 7s. 6d. weekly.

Because a single room in a city tenement costs 2s. 6d. per week.

Because things are not changing for the better.

Because it is impossible to live a life worth living on such wages or in such houses.

Because those who are loudest in protesting their love for the poor are most anxious to prevent anything being done.

WHY MEN ENLIST.

Because work on farms or in factories is deadly dull.

Because nobody seems to be trying to make it otherwise.

Because "self-preservation is the first law of nature."

Because hunger is a stronger argument than green leaflets.

Because there is often no alternative but death by starvation.

Read the Irish Worker, weekly, One Penny. The only Journal in Ireland devoted to the interests of the Rising Democracy.

LOCK-OUT!

A MASS MEETING

WILL BE HELD

TO-NIGHT

—IN—

Beresford Place,

AT 8 O'CLOCK.

MISS LUELLE TWINING

OF DENVER, COLORADO
(Western Federation of Miners),

TOM MANN

(Leader Liverpool Strike),

Jim Connolly, P. T. Daly, Jim Larkin

and others will Speak.

Come and learn the cause
of present Lock-Out!

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[This Journal is exclusively set up by hand labour.