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THE CLIMAX REACHED!

The Trouble Between the Manager of the Duluth Street Railway and the Operators Ends in a General Strike.

A FIGHT TO A FINISH!

Outrageous Action of Manager Warren in Arresting Ten Innocent Men Precipitates the Fight.

The Town Full of "Detectives," "Thugs," and "Bums" Imported by Warren.

Will the People Stand by Its Citizens?

The trouble that has been brewing between the street car employees and the management of the Duluth Street Railway company reached a climax last Monday morning when over one hundred and twenty-five employees went out on a strike. This comprised almost the entire operating force. All of the old men, and nearly every one of the new employees who had been imported from St. Louis in the last three months, quit work, and up to the time of going to press are still standing firm.

Ever since Herbert Warren was imported from Minneapolis and assumed the superintendency of the company's interest here the employees have been heaped with indignities that no white man, who has a spark of manhood, would submit to. His boast has been that he would destroy the street railwaymen's union and his every action has been taken with that object alone in view. The difficulties which this man has put in the way of the employees discharging their duties unhampered; the hardships which he has inflicted upon them; the level to which he has attempted to reduce them has ceased only through his lack of ingenuity to devise something more aggravating and humiliating. His domineering characteristic became so unbearable that no decent man, with the self-respect that the Lord instilled in the average human being, would or could endure it longer.

To the average observer the whole trouble is quite familiar and those who remember the strike of 1893, which was settled by a compromise of the men accepting a cut of 10 per cent in their wages, when the company attempted to reduce them 20 per cent, can easily locate the date when G. G. Hartley and Luther Mendenhall started out to wreck and ruin the Duluth street railwaymen's union. From their cushioned chairs in the First National Bank building Mendenhall and Hartley have directed the battle, and a lot of willing tools, who would sooner humble themselves before such animals—they are not human beings—than to be honest men and worthy citizens, have done their bidding; prated the lies they have seen fit to promulgate, and created discord and contention.

A short time ago Hartley went east on one of his borrowing tours and when he returned, he made, at a public meeting, the untruthful statement that the unions were injuring Duluth and that eastern capital refused to invest in this city on account of the unions. This was early in the game. His scheme was to poison the public mind, create a feeling against unions and later take advantage for his own financial benefit.

A little later this same Hartley with his co-worker, Mendenhall, tried to organize the business men into an anti-union league or rather they were behind the scheme—Mendenhall was quite active—and backed a cheap state of a broken down tool for a lot more broken down puffers and real estate speculators, by the name of Bruce, to do the dirty work. He chased all over the town one would

think he had the care of the world upon his shoulders—called a dozen or more meetings and attempted to make a grand affair of it. Private banquets were given at which only a few of the silk-stocking variety were invited, and the movement appeared to have a magnificent future. Everything that smacked of unionism or anyone who favored unionism were to be driven out of business and out of the town. But they were afraid to father their own off-spring; and when the business men saw through the scheme of the wise man so recently from the east they deserted like rats from a burning ship. Those who have shown up at the meetings of recent date are Bruce, Mendenhall, a few would-be silk stocking aristocrats and broken down small business men who could not succeed in their business for the reason that they have not sufficient brain to manage a peanut roaster.

Soon the legislature met. A great wall went up again that the town was going to the demeriton bow-woos all on account of organized labor. The eleven hoof of these two mischief makers were again visible. They were going to have an anti-boycott bill passed that would forever put unionism in its grave so far as Duluth was concerned. It was prepared in this city under the immediate dictation of this gang of cut-throats and a committee of business men, stole down to St. Paul and secured—for pay we presume—a country delegate to introduce the bill in the legislature. It prohibited unions from doing anything— from breathing the breath of life to manslaughter—and the penalty was equal in severity to that prescribed for murder in the third degree. The committee having the matter in charge, stayed in St. Paul, they lied like Barbara coast pirates and misrepresented things until many members of the legislature really believed that if the business interests of Duluth were not furnished with relief business people would be driven into the lake for refuge. Without learning the unions' side of the story the bill went through the lower house. There was great rejoicing all along the line. But a day of disappointment was close at hand. When that day came and Mendenhall and Hartley realized that their plans had been thwarted no outrage has been too severe to be heaped upon their almost defenceless employees. Irrespective of the rights of anyone, their dictates must be obeyed if the heavens fall.

This is only half of the concoctions of this nefarious twin to ride rough shod over the working classes of this city and many good citizens have been led to believe that organized labor was a detriment to the city, and have been only too ready to echo what has been repeated to them. We believe that the strike of the street car employees will bring to the light of the public many things which have been heretofore kept from them and we most earnestly trust that when the employees have been given a hearing the majority of the citizens will be with them in this fight for manhood

and freedom, as becoming American citizens.

So far the men have conducted themselves in the most honorable manner and will pursue that course to the end. All the men ask is a fair hearing from the public and their moral support, which is in justice due them.

During the week large mass meetings have been held at the Armory, and at West Duluth and the West End. In each case the halls were filled to overflowing with citizens in all walks of life, all of whom it was plain to be seen were in full sympathy with the men and assured them of their support to a finish. At the Armory Mayor Truesden was the first speaker. He said that he recognized that the men had a grievance and that their cause was a just one and that he offered his assistance in any way where he could be of service. There was a number of other speakers. The management of the street railway company was shown up in their true light and at the mention of Warren, Mendenhall or Hartley's name hisses could be heard. A conservative estimate places the number present at the Armory at four thousand.

The employees have established a bus line to run in opposition to the street cars and they request all their friends to patronize it until the close of the war. When you strike the pockets of this corporation you touch nearest their heart and the buses, if they are patronized by those in sympathy with the discharged men, will materially reduce the income of the company.

Below will be found a statement of the condition of affairs issued to the public by the employees, together with what is demanded by them. Their whole list of grievances are mostly well known to the public and there is no doubt as to the truthfulness of every statement in it contained.

The mayor has named a committee that will confer with the men and see if an agreement can be reached.

"Duluth, Minn., May 2, 1899.

"To the Receiver of the Duluth Street Railway Company:

"Dear Sir: At a special meeting of Division No. 31 of the A. A. of S. R. E. of A., held on the 1st day of May, 1899, it was unanimously decided to stop work until such time as you may be ready to grant the following demands:

"First: We demand that the Duluth Street Railway Company fully recognize our union.

"Second: That all of the discharged employees, for whose discharge no just cause can be given, be reinstated.

"Third: That all grievances that may arise in the future be settled by a board of arbitration."

The street railway employees last evening gave out the following statement of the trouble with the street railway company:

"The street railway employees of Duluth take this means of placing before you and the public in dispute between ourselves and the Duluth Street Railway Company, and its manager, Herbert Warren. The majority of the old employees laid down their work this morning, never to re-enter the company's employ until our just demands are granted, and our rights as free-born American citizens are recognized. Knowing full well the inconvenience to the traveling public that must necessarily follow, we trust that you will overlook your troubles until you peruse this pamphlet and learn ours, and, relying on your good nature, we fear not your verdict. We will now give you a synopsis of our grievances, since the memorable inauguration, in September, 1893, of Herbert Warren as general manager of the Duluth Street Railway Company. Nearly six years ago a bitter struggle took place between the employees and the company over a reduction in wages; and our old general manager, F. S. Wardwell, was forced to resign, having refused to lend his aid in crushing men whose respect he had justly earned. It was then that a man was imported from Minneapolis—the tool of Tom Lowry—to become the wretched of a greater tyrant—G. G. Hartley of Duluth, and this man, Herbert Warren, through whose veins not one drop of the milk of human kindness flows, is a man tuff in his head, and incapable of creating sympathy among those from whom false complicity obedience to his orders.

"This man was imported to Duluth ostensibly to manage the Duluth street railway. The primary object, however, was to break the union of the street car employees, and to bring, if possible, the employees' wages and hours of labor to the same plane as exists on the West Superior street railway system. To bring about this condition it was necessary to discharge the men prominent in the union, or to so harass them that they would become dissatisfied and quit. And this man was quite capable of descending to any mean, contemptible act to accomplish his purpose. A system of petty, tyrannical orders, issued from time to time, calculated to abuse and mortify the employees, and which rendered their positions more arduous, was put in vogue, and the slightest infringement of the orders, as was stated in the orders, would be considered sufficient cause to suspend or instantly dismiss the offender. The employees were compelled to pay for all damages by accident to the discharge of their duty, and another method of reducing the employees in making a conductor pay a second time for a transfer five or six minutes old that he may have taken up in a crowded car, was practiced by this man. The routes of the cars were changed, creating an opportunity to be seized by the employees, without extra compensation, and giving the patrons of the road an inferior service, as was evidenced by the view as taken made by the Business Men's association at the time. These and similar methods were taken advantage of by General Manager War-

ren to debase, dissatisfy and render the condition of the employees unbearable. Time went on, and many men were discharged or left the service before they had quite lost all self respect, until today very few of the well paid, competent men that six years ago were proud to call that humane man F. S. Wardwell, general manager left in the employ of the company. The reading public will remember how last summer the employees rose in rebellion against this man Warren's obnoxious orders and applied to the court for protection, which, greatly to the discomfiture of his tool of Lowry and G. G. Hartley, was granted them by an upright judge that dated to turn a powerful corporation down. It is apparent that Warren's whole purpose has been to antagonize the employees, of whom not one has a kind word or a spark of respect for him, and to totally disregard the most moderate accommodations for the traveling public. Instead of appreciating a competent man and being desirous of retaining him for the welfare of the company and the safety of the public, no sooner had an employee reached the third and highest grade of wages than he hunted for a pretext to discharge him.

"There is no reason for the discharge of these men, other than that they were men prominent in labor circles, and therefore to him undesirable. Other dismissals followed in rapid succession, until today few of the older men are left. The employees brought action against the company in the court for reinstatement, and were defeated. Many of the men have entered into other employment, a few have left the city, and others are seeking employment, and the matter was in abeyance so far as the employees were concerned, when the company discovered last Friday morning that some of their feed wires had been cut and to cover up what we firmly believe to be one of Warren's dirty acts to curry public sympathy, he swore out warrants for some of the most prominent of the company's employees, charging them with having committed the crime. These men were taken from their homes on the Sabbath, and not only secured in all without the opportunity for securing bail, but were further subjected, through the connivance of the chief of police, to the treatment accorded to the lowest order of criminals, viz., the sweat-box system. During this process the men arrested were subjected to the closest questioning by Warren, Mendenhall and Hartley. At a future time we shall question by whose authority such a lawless proceeding was allowed. In view of the above facts, the balance of the men operating cars for the company decided to lay down their work this morning, feeling that they could no longer endure this man Warren and his lawless, brutalizing methods, and retain for themselves the respect due honest men. Feeling that we have already encroached too long on your indulgence, fellow citizens, we will close this appeal for your moral support in our struggle against un-American tyranny and oppression with a brief statement of our demands:

"First: We demand that the Duluth Street Railway Company fully recognize our right to organize for our mutual welfare and protection.

"Second: That all of the discharged employees, for whose discharge no just cause can be given, be reinstated.

"Third: That all grievances that may arise in the future be settled by a board of arbitration. Yours, very respectfully,

"COMMITTEE STREET RAILWAY EMPLOYEES."

Mendenhall and Hartley's pretended fear that Duluth will be injured by organized labor is a cloak under which they expect to strike their dishonorable heads, while they carry out a scheme that is a disgrace to decent men and would cause an Indian to blush and sign to blush.

Does it benefit Duluth to import a lot of "bums," "thugs," and "cut-throats"—out of the slums of St. Louis—to operate the street cars of this city?

Does it benefit the city for the management of the street railway to pay a horde of low-lived detectives—of the Carrington stripe—to tramp up charges against honest workmen of this city?

Does it benefit Duluth to force a lot of workmen, who own their homes here, good citizens with their families, into idleness and compel them to go to other cities for employment, while their places are filled with loafers, rowdies and cut-throats from other cities?

Does it benefit Duluth to advertise to the world that this is a "union ridden" city, and that capital should give it a wide berth?

Does it benefit the women and children of Duluth to ride in cars operated by law, who, obscene, profane and drunken loafers who are employed to fill the positions of honest and trustworthy citizens?

Does it benefit Duluth to have such schemers as the management of the Duluth street railway ride with rough spoons over the rights of every law-abiding citizen whenever they take the notion?

Does it benefit Duluth that the Street Railway company has so far succeeded in defrauding the county out of nearly \$100,000 in taxes?

Does it benefit Duluth to own as

citizens such specimens of the human race as Herbert Warren?

Does it benefit Duluth to spend \$12,000 to clean up the streets and carry away the snow that is piled up by their snow plows and which the ordinance plainly says shall be carted away by the company?

Does it benefit Duluth to spend another \$10,000 to repair the pavement torn up by the Duluth street railway and left by them in a condition dangerous to life and limb?

Does it benefit Duluth for the cars to be operated by ignorant and incompetent men and the lives of its citizens placed in jeopardy; or that they be killed as were the firemen on Lake avenue last summer?

Does it benefit Duluth that the eastern capitalist has been "biked" into buying the bonds of a broken down street railway plant that already was bonded for three times what it would cost to build and equip a new and thoroughly up-to-date system covering the same territory?

Does it benefit Duluth to permit these tax dodgers to evade the payment of their just proportion of taxes—state and county?

If all these things are beneficial to Duluth then Hartley, Mendenhall and Warren should be sustained on the grounds that they are good citizens for we have them to thank for all the above conditions.

Every passenger who patronizes the Duluth street railway should be accompanied by a gatling gun and have it trained on the front end of the car, for there is no certainty as to just when the drunken moratorium is liable to grab the iron crank handle and beat the brains out of some innocent passenger who happens to smile and does not explain to the drunken rowdy just what he is smiling about.

Luther Mendenhall illustrated just how good a citizen he was and how much respect he has for the patrons of the street railway when he went to the city hall and furnished bonds for one of his imported seab cut-throats who had assaulted a passenger with an iron bar. Some people fully realize the true condition of affairs and if you don't hear something drop before a great while it will be mighty strange.

A good way to settle the street railway trouble for now and probably for all time to come, would be for the court to remove Luther Mendenhall as receiver and Herbert Warren as manager. The affairs of the company are in the hands of the court and why should they not be removed with the same alacrity with which Herbert Warren drops the head of a union man into the basket. A move of this kind would certainly be for the public good. Peace would be restored. The receipts of the road, which should rightfully go to pay the debts, would not be spent to fight the unions nor to pay an army of detectives, and the creditors of the company would stand a better show to realize something from the proceeds. But a move like this might destroy the plans of this octopus outfit and would never, never do for the court to interfere—besides Mendenhall and Hartley are influential and leading citizens and the men who are demanding justice are only common laborers who pay their honest debts and earn an honest living when given a chance to do so.

The agreement given below is one that the employees of the West Superior Street Car Company are compelled to sign before entering into the employ of that company.

Superior Rapid Transit Company's Agreement

I hereby make application to enter the employment of the Superior Rapid Transit Company as conductor, and I agree to work and to report for work without pay until I am given a car to operate alone, after which my wages shall be at the rate of \$10.00 per month, I to receive pay only for the days that I actually work, and no extra pay for any work.

I hereby deposit with the company \$20.00 which I authorize it to use to make good any shortage in my fares, and to pay any loss or damage it may suffer by or through me, and I authorize it to use any wages, which may be due me, for the same purpose.

It is further hereby agreed and understood that I am to work by the day and that the company shall have the right to dismiss me at any time with or without notice and without cause.

Further agreed that I will not join any secret society without notifying the Company.

Witness:

It is just such conditions that exist in West Superior that the management of the Duluth Street Car Company are trying to force the men into, what exists in West Superior with in time in Duluth. The two street railway systems are now one company or consolidation having been merged into one gigantic trust under the laws of New Jersey with a capital stock of \$2,000,000, under the name of the Duluth-Superior Trusting Co., and it is this gigantic trust with its two million dollars that we are in a daily fight with. Who is the anti-imperialist law that was passed by our lawmakers in St. Paul this winter? Why isn't it put into effect? These are questions for the Sphinx to answer.

What Are We on Earth For!

OBSERVATIONS OF DR. PENROSE ON THE PHILIPPINE QUESTION AND THE GENERAL OUTCOME.

By Paul Williams.

DOCTOR what is your opinion of our war with the Filipinos?

It is an incident of the war with Spain. We took up the cause of Cuba as a work of humanity with no thought of the Philippines. McKinley warded the war off as long as possible. He dreaded its far-reaching consequences, but the hot headed anti-imperialists of today drove him into it, and in the course of settlement the Philippine Islands came into our possession.

Yes, but wouldn't it have been better when Dewey had destroyed the Spanish fleet at Manila for him to have left Manila at that time and turned the Islands over to the natives?

It must be borne in mind that a large share of the natives are uncivilized. In fact, portions of the native inhabitants on the Philippines are a most barbarous and savage people, actually killing and feasting upon unfortunate seamen and others who may be cast upon those islands.

The natives in and about Manila are yet upon the plane of bow and arrow warfare until very recently. They are very unceremonious in character. When our war with Spain ended and the Spanish troops left the Islands, a large number of Spanish, American, English, German, French and people of other nationalities with large property interests at stake, were at the mercy of the natives. These natives had long been waiting for the opportunity to get possession of Manila and with their savage nature, a general massacre of the white people and confiscation of all their property would have been the probable result.

Under those circumstances it became necessary that our military authorities protect the white people in Manila, and we did what every civilized nation should have done under the circumstances. We simply proceeded to establish order and protection for every inhabitant.

At this juncture the natives made an onslaught on our army; turned traitors to those who had come to aid them. Had they been successful in their assaults upon us the destruction of property and the slaughter of people in Manila would have been what follows when you let loose an uncivilized, angry mob seeking revenge.

We were thrown upon the defensive and that has been our condition from the time the Filipinos first turned upon us. Our government has not the least thought of injuring the natives of the Philippine Islands. Our hope is only to carry free schools and all the benefits of a high civilization to them.

That may be true, but is it right to proceed to govern that people without their consent?

All history shows that a large portion of the inhabitants on earth are governed without their consent. Ancient history is replete with accounts of stronger nations conquering the weaker. It has ever been so; it will ever be so. The stronger must rule. The fittest will survive.

The fathers of the anti-imperialists in New England landed on our shores and proceeded to take the country from the Indians without the consent of the governed.

We have expanded from little New England southward to the gulf of Mexico, and northward to Behring Strait. We have, for a century, been expanding over new lands and exercising authority over their peoples without the consent of the governed. We will continue this expansion.

As far back as we can recollect one of the copies in our writing books was, "Kingdoms and empires will ultimately fall." That is destiny. As civilization advances a republican government must prevail. It should be the mission of the United States to carry a higher civilization to all people. What are we on earth for?

Yes, but do you think it is best to show civilization into them?

That may be necessary at times.

We had an illustration of that in the United States in 1861. A large portion of the inhabitants of the South were opposed to government without the consent of the governed. They commenced an assault upon us by firing upon our forts. They wanted a confederacy of their own. They wanted to traffic in black men and run business to suit themselves.

It became necessary to shoot civilization into them and we did, with the result that free schools, manufactories and other evidences of civilization are spreading themselves over the Southern states.

We may moralize about how war could be prevented, but the facts are that most wars are inevitable; they are followed by better conditions and the fact is clearly illustrated that generally in order to improve a people you have to shoot civilization into them.

But surely you would not favor war as a means of settling differences?

No, we would avoid war if possible. It may perhaps in the years coming be possible to avoid it through other means than killing each other. We hope for the time when national differences will be settled by international arbitration.

But what has started this feeling of anti-expansion?

The political party on the opposite side from the one in power is always in search of an issue by which they may put themselves in position. The copperheads in the North at the time of our civil war, all Democrats, tried their best to make an issue by opposing war, and Democrats have been fanning this blaze of anti-imperialism but the general public sentiment is so overwhelmingly against them that their opposition will amount to nothing.

But a great many good men appear to be opposed to this idea of imperialism. How do you account for it?

You may start almost any religion from Mormonism to throwing the first born child into the River Ganges and you will have believers. You may proclaim the second coming of Christ five years hence and that the world will be totally destroyed by fire in ten years from this time and get a large following. You may announce that four bushels of oats should equal one bushel of wheat in value, and that sixteen pounds of silver should be always worth one pound of gold and many people will believe it.

Of one thousand different religions on the earth, all have their followers.

We had eight different political parties in the United States at the last presidential election, and each believed themselves to be right.

Demagogues started out with the cry of anti-imperialism, and working on the religious and humanitarian sentiment of some people, coupled with the selfishness of others who fear the expense, they have worked up a little flurry which every anti-imperialist will be as much ashamed of, by and by, as the Northern Dough-Face was ashamed of being called a Copperhead after our civil war was over.

Expansion, the wide extension of free education and Republican rule is destiny.

RUMORS DENIED.

Frick Mills Go Into no Combination.

NEW YORK, May 5.—H. C. Frick was seen today and made the following statement: "The current rumors that the Carnegie Steel company, limited, and the H. C. Frick Coke company contemplated combination with other steel interests are wholly unfounded. What was in contemplation and what is now practically consummated, is the amalgamation under one corporate organization of all of the properties and interests of the Carnegie Steel company, limited, and the H. C. Frick Coke company and their subsidiary and allied organizations. Practically the only change in the situation will be the retirement of Mr. Andrew Carnegie from the organization, he having sold to his partners his entire interest. Mr. Carnegie's intention being to give his entire time in the future to the prosecution of his great philanthropic works."