

THE LABOR WORLD.

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DULUTH AND SUPERIOR, SATURDAY, MAY 24, 1902.

FIVE CENTS.

THE HOME OF THE BEST...

...UNION MADE...

Hats, Clothes, Shoes.



Hamilton Carhartts
CELEBRATED
UNION MADE
WORKINGMEN'S
CLOTHING....

Sold Exclusively By Us.

Men's and Boys' Complete Outfitters.

BIG DULUTH

125 and 127 West Superior Street.

WILLIAMSON & MENDENHALL.

PRINTERS FEAST.

Type Stickers of Two Cities Have a Love Feast.

The printers of Duluth and West Superior had a session last Sunday afternoon. The Duluth printers were hosts, and they certainly played their part admirably. About 150 printers and other union men met at the Kalamazoo building in the afternoon. Tables were set under the direction of Fred McKelvey who was chef of the occasion.

After eating, Toastmaster Dean called the assemblage to order and introduced President Henry Dworschak of the Duluth union who welcomed the guests in behalf of local No. 136 of this city. Chas. A. Dolan, of Superior, responded in a happy strain and then the services began in earnest.

Franz Schultz, who by the way is a member of the Typographical union, sang several selections with success. A. J. LaFramboise charmed the boys with several rag time pieces, and Arthur Longtin of the local organization gave a creditable cornet solo. He also responded to an encore.

Speeches were made by O. N. Calaf, Silver Joe Konkel, H. C. Stivers, W. H. Johnson and L. E. Danforth, of Superior. The speakers on this side of the bay were Henry Perault, Victor Johnson, J. W. Richardson, Gordon O'Neill and W. E. McEwen, and A. Adam Bede from everywhere.

Every person present pronounced the banquet a great success, and said that it reflected credit upon the fraternity in Duluth. The West Superior union will ask the Duluthians to play a return engagement in their city in a month hence. They have assured the local boys that while they have made a jack pot West Superior will raise it next time.

JOS. GLOCKLE DEAD.

Prominent Tinsmith Passes into the Great Beyond.

Joseph Glockle, one of Duluth's pioneer citizens, and proprietor of a sheet metal works, died last Monday morning at 10 o'clock after a short illness. The funeral took place Thursday morning from the German Catholic church. Mr. Glockle was a member of the G. O. R., which took charge of the funeral. He leaves a family of five, all grown up. Mr. Glockle was one of the very first tinsmiths in Duluth to grant the eight-hour day. His boys are all prominent in labor circles. Fred, his oldest son, was secretary of the Plumbers' union before he branched into business for himself. Another of the boys in the tug firemen's union, while the third is prominent in the Sheet Metal Workers' union. The Labor World joins in expressing its sincere sympathy for his loss.

CLERKS ACTIVE.

Union Is Getting After Stores That Close Late.

The Clerks' union is again wearing the garbs of activity. At its Tuesday evening meeting it presented to its early closing committee a sum of money to fight the stores that persist in keeping open after the regular hours. Two men are stationed in front of the Van Guard as pickets and all workmen are asked to not patronize this store until it agrees to keep closed with the other stores of the city.

A card with the following inscription is handed to the prospective buyers in this store. "HELP YOUR BROTHERS in the cause of union labor by buying your goods in stores that sell by daylight and close their stores at 6 o'clock, Saturdays excepted. This store (The Van Guard) signed contract to close at 6 p. m., but has violated it."

OLD AGE QUESTION

LABOR ORGANIZATIONS ARE GIVING IT GREAT ATTENTION.

What becomes of the old men nowadays? Very few are seen in the walks of life—a time limit has been placed on the old man. Generally recognized that old age question is serious problem.

What becomes of all the old men nowadays? You see very few in the vocations of life. The stores and offices are crowded with young men and girls, but where are the old men, and where do they go? I suppose they go where all the old dogs go. They have passed a time limit on the old man. The railroads will not employ any man over 35. Its orders can't be broken except by a line from the president says so. If a man past 35 is too old and useless, why tolerate him? Why make him miserable? Why not at the same time pass an order to take up his checks and dump him at once into the ground, so that he will not be an eyesore and nuisance looking for work? They (the railroads) have pinched the old man past 35, and he can't holler to anybody, for there is nobody to holler to; but the young man not yet 35 might do well to commit to memory a few lines from Mr. Kingsley, and think of them on his 35th birthday.

When all the world is young, lad,
And all the trees are green,
And every goose a swan, lad,
And every lass a queen,
Hey for boot and horse, lad,
And round the world away,
Young blood will have its course, lad,
And every dog his day.

When all the world is old, lad,
And all the trees are brown,
And all the sport is stale, lad,
And all the world run down,
Creep home and take your place, lad,
The spent and maimed among,
God grant you find one face, lad,
You loved when you were young.
—Shoe Trade Journal.

A delegate to the Chicago Federation of Labor in a recent report states that one of the railroads running into that city had refused employment to 25 good mechanics simply because they were 45 years of age.

At the conclusion of his report another delegate offered a resolution, that when workmen reach the age of 45 they be taken out and shot. This resolution was telegraphed all over the country and ridiculed, but here comes a sober and thoughtful trade journal and confirms these resolutions.

It is generally recognized that this old age question is a serious problem. In fact, it has become so great a problem in Europe and other parts of the world that four nations have had presented old age pension bills introduced in parliament, and one nation, France, passed an old age pension bill on Dec. 31, 1896. Under this bill 202,206 persons received a pension, at a cost to the nation of \$6,500,000 a year.

The old age pension bill, presented in the British parliament by John Burns, received considerable support. Several municipalities, both in America and Europe, pension their municipal employees after long service.

We mention these facts to prove that the question is worthy of consideration and, moreover, it is worldwide. Other papers in discussing this question contend that child labor and rapid motion machinery is at the bottom of this problem.

The curse of child labor was not a very serious problem when the men of 45 years of age were heard little or nothing of this old age question.

Is the race growing weaker, are we old men at 45? If men who are 45 today are considered by the railroads and other great employers as old men—too old to work for them—at what age shall we become too old to work in the next generation? Will it be 40 or 45? And if each advancing generation lowers the age, how long will it be before children only are considered as about the right age?

Anyhow, we are quite sure on our point that if the demand for labor was great, that is, if there was no surplus labor, this old age question would be a very small one.

HUB CLOTHING.

Abrahamson Has a Splendid Line of Union Label Goods.

The Hub Clothing store besides carrying a full and complete line of coats and waiters' jackets and aprons that bear the union label, also has a splendid line of union label clothing. This clothing is stylish in appearance and the very best in workmanship. Pretty soon you will need a new suit. Before buying be sure and see the Hub clothing house stock of union label clothing. Mr. Abrahamson prides himself on carrying the most complete line of union label goods in the city. Union labor will do well to remember him when purchasing goods that he sells.

NEW DEVISE.

Will Displace Thousands of Workmen on Railroads.

Wonders will never cease. The Engineering News gives a lengthy description of a track-laying device invented by a Scranton man and now in operation near Greenville, Pa., laying track on the Bessemer & Lake Erie railroad. The outfit consists of a machine car, bearing a steel crane that extends 80 feet over the road-bed, and a train of 16 cars of ties, rails, etc., which are fed into the machine car and out on the crane and laid at the required speed. This machine is operated by forty men and lays two miles of track per day at present.

CIVIC FEDERATION

ITS ORGANIZATION HAS PROVOKED NO END OF DISCUSSION.

Some Extremists Acknowledge That Great Good May Come From It. No One Expects Perfection at One Great Swoop—Committee Will Expand With Experience—What Have Wage Earners to Lose?

The organization of the Civic Federation has provoked no end of discussion. It is admitted by all but the extremists that great good may come, and some good surely will come from this organization. This coming together of capital, labor and the public can hardly fail to do some good. Indeed, it already has done considerable good in the settlement of the long strike and boycott between the National Cash Register company and the Metal Workers' union.

The agreement by both parties in the great iron strike in San Francisco to arbitrate, thus ending a strike that has been waged in that city for ten months.

Those who heap criticism upon those responsible for the organization of the Civic Federation are unable to see any good in anyone or anything but themselves.

Still, it may not be quite clear to many trade unionists as to how this committee will attempt a settlement; falling on one fell swoop.

The committee itself has already informed us that they will expand and improve; that growth and development must and will come. At the first meeting a set of by-laws was adopted, and a committee of conciliation, with three members representing the three parties, was appointed.

In case of a dispute arising between the employer and employee this committee will attempt a settlement; falling to accomplish this, a full report is to be made to the executive committee, and they, upon invitation, will elect two capitalists and two wage-earners to serve as a board of arbitration. If this board fails to effect a settlement, provision is made for choosing an umpire, who, sitting with this board, shall be the arbiter, and whose decision shall be final and binding upon all.

It should be remembered that there is nothing compulsory, inasmuch as both parties agree to abide by the final decision of this last board.

What have the wage-earners to lose by arbitration?

Has not trade arbitration proved successful in most cases?

Is it not more sensible and more economical than the strike?

The secretary of the Boot and Shoe Operatives' union of Great Britain, in a recent report says that by arbitration that great union has won success, and proved that arbitration is the policy that has come to stay.

Can we afford to refuse to arbitrate? Is it not true that in every strike of late the workers have been anxious for arbitration?

And is it not better to arbitrate before a strike takes place than after?

You who are everlastingly educated in the trade union movement know that arbitration is far better than the strike. The sentiment favorable to arbitration has made remarkable strides in every civilized land within the past year.

The broad highway of arbitration, with its humanizing and upbuilding of the labor movement, is the road that leads to economic civilization. It was Sydney Webb, the famous author of the "History of Trade Unionism," that first called arbitration by its proper name of "collective bargaining."

The idea that the Civic Federation was organized to sell out the working class is the merest rot. There is not even the faintest echo of a betrayal of the worker's interests.

The writer is not one who believes that all the honesty, virtue and honor is lodged in our class; nor is he class-conscious enough to defend wrongs committed by the workers simply because they are workers.

No one sets up the claim that the Civic Federation policy of arbitration is absolutely perfect; and, on the other hand, every sensible man will gladly give credit to the good it already has done or may do in the future.

It is recognized by both labor and capital that strikes are a costly affair in more ways than one; hence both want to avoid them.

Modern trade unionism throughout the world is favorable to arbitration. The growing power of organized labor on one hand, and the demand by the public on the other, are responsible for the organization of the Civic Federation.

The public always suffer from a strike. They fear arbitration. The time is near at hand when this power of the public will make it extremely dangerous for anyone to oppose arbitration. Let the organized workers place themselves squarely on the side of arbitration and they will gain the undoubted support of the public—a support that is of tremendous value everywhere, and most of all in America.

MOULDERS LUCKY.

Strike Is Settled in All of the Local Shops.

The moulders' strike is settled. The strike has been on for two weeks, and for a time it seemed as though a settlement could not be reached.

This week, however, both sides got together; were in a compromising mood and agreed upon a settlement in a short time. The union wins the nine-hour day, but agrees to permit one buck in each shop. The firms are perfectly satisfied with the settlement, and the men have no complaint to offer. The machinists also returned to work with the moulders.

GIRDLE THE GLOBE

NEW YORK WRITER SAYS THAT IT IS MORGAN'S WISH.

All He Needs Is the Russian Trans-Siberian Road—Asked China for Permit to Build Railroads There. Has Control of Trans-Atlantic Steamers—Alexander, Caesar or Napoleon Not Such Conquerors.

A New York writer on financial affairs says it has been made plain that J. Pierpont Morgan's real intention is to girdle the globe and capture the carrying trade of the world. All he needs is the Russian trans-Siberian road.

Morgan is planning to build railways in China. He has asked China for a permit. Last week he secured the trans-Atlantic steamers. This week he was after the South American ships and railways.

What next he will do no man knows. But while Morgan is combining the big carrying lines of the globe there are more than 1,000 ships—tramp ships—lying at American ports unable to secure cargoes.

These ships belong to small fellows who do not control railways, hence are not able to make the through rates the big fellows offer. When they have been starved out there will be none to say "nay" to this mightiest of mighty men.

In discussing the great power wielded by this modern financial giant, this same authority makes the astounding assertion that Morgan and six other American citizens have now become more powerful than any congress or parliament in the world.

Fourteen steamship lines and forty-four railroad systems belong to them. On land a mileage of 108,500 and on sea a tonnage of 1,200,000 are in their control.

Three hundred of the largest steamships in the world and 30,000 of the best equipped passenger and freight trains take orders from them.

This railway mileage is greater than the combined mileage of Russia, Great Britain, Germany, Holland, Spain and Belgium. And more than 300 vessels which will sail under its orders cannot be duplicated from the merchant marine of every ocean.

A world-wide transportation trust has long been Morgan's dream. English newspapers are making comically pitiful pleas to Morgan to let England come into the new trust. The fact that Morgan is addressed in tones of supplication shows that HE IS ABSOLUTE MASTER.

Not Alexander, in all his glory; not Caesar, Augustus, great even Napoleon, with all his mighty armies, was such a conqueror as J. P. Morgan with his little "yes" and "no" that makes or unmakes.

No king is one-tenth so powerful as Morgan. Edward VII, Emperor William, Nicholas of Russia—any one of these is a pigmy in real power compared with Morgan.

Almost every kind of man who labors works for Morgan through some of his companies. Rudyard Kipling, Lew Wallace—all of the geniuses who in fine frenzy dash off poetry and write stories for Harper's are working for Morgan. The patient scientists are digging out minute facts for Morgan to scatter to the world. The artist with pencil and brush draws and paints, and Morgan pays him.

So absolute has become that while he is personally worth perhaps not more than \$100,000,000, corporations over which he has control possess more wealth than there is gold on earth.

The total capitalization of all the companies he controls is \$5,210,993,386—and all the gold, coined and uncoined, in all the nations, including the populous East, is estimated at \$4,841,000,000.

There are in the whole known world about 1,320,000 human beings. Morgan controls enough to give each \$4.

More than a million men are employed by the companies Morgan controls. This means that 5,000,000 men, women and children are dependent on him for a living—or rather that 5,000,000 persons contribute to his comfort.

LEGISLATION SIDETRACKED.

"It seems entirely likely," writes Eva McDonald Valesh, the labor correspondent at Washington, "that the eight-hour bill will pursue exactly the same course which it has for the past six years—that is, it will pass the House and be killed in committee of the Senate. The anti-injunction bill—or, rather, its substitute, the pro-injunction bill—lies quietly in committee and seems likely to follow the course already indicated in these letters—that is, it will be permitted to lapse and is kept on hand merely as a menace against the efforts of organized labor to secure any remedy for the injunction abuse which marks nearly all serious strikes. The prison reform bill is in the inter-state commerce committee in the House, with every prospect of being kept there indefinitely."

"This is printed merely to show that the politicians don't care a rap about labor. What do you think about it?"

PACKERS' COMBINE.

Unsatiated in cleaning up millions of dollars in advancing the price of beef, pork and other meats, unsatiated in piling up millions of eggs and chickens and mountains of potatoes and apples, the packers' combine is branching out in still another direction. A few days ago Armour and his fellow-conspirators purchased 200 acres of land near the Chicago stock yards on which great storage houses are to be erected. The combine intends to utilize the new houses for the purpose of storing fruit and vegetables, and the entire produce market is to be controlled by the barons, who are thus aiming another kick at the stomach of the workingman.

Ladies' New Stock Collars at 25c. Silk Headquarters at Head of Lakes. **Freimuth's** Greatest Daylight Store. Butterick Patterns—every late and approved style.

BLACK AND COLORED DRESS GOODS.

Here are three specials—which are fair samples of the many big values offered during our great May Dress Goods Sale.

- 44-inch Black Burr Etamine—very popular for separate skirts—can be made up with or without lining—a good value at \$1.25—a yard.....\$1.00
- Black Brilliantine—silk finish—much in demand for dress skirts—a dust proof fabric—splendid quality for \$1—Special this week.....75c
- Special Henrietta Cloth—all wool—38 inches wide—in all the new and wanted colorings—an excellent value for.....50c

New Wash Goods.

This week's special offering in this department will be an exceedingly pretty line of Zephyr Ginghams—just received. This lot includes every late and nobby stripe and color effect—both in light and dark grounds. These goods are quick sellers at 15c per yard. This week's special price—Per yard.....10c

\$1.00 Sale of Brown's Reliable Regular.. \$1.50 SILKS.

This Special Sale continues, with each day more successful than the preceding one—every one who sees the silks is very enthusiastic over the big values offered. It is hard to realize the silks of such high character and worth \$1.50 per yard—every yard guaranteed—selling at such a low figure. Come in and take your choice of the following—

- Black Gros Grain, Black Peau de Cygne, Black Taffetas, Black Royal Twill, Black Peau de Soie, Black Satin Alma, Black Luminous, Black Armures.

Every one a very popular weave, and positively worth \$1.50 at per yard.....\$1.00

FINE MILLINERY At Low Prices.

Two items which will be of interest to ladies needing a nobby Street or Dress Hat.

- Walking Hats of Job Braid—Trimmed Hats—made of chiffon, prettily trimmed with straw, silk, quills and buckles—your choice of several very stylish shapes—every one a good value at \$2.50. This week's price.....\$1.98
- Trimmed Hats—made of chiffon, prettily trimmed with straw, silk, quills and buckles—your choice of several very stylish shapes—every one a good value at \$4.75. This week only.....\$4.75

TUGMEN STILL OUT.

No New Developments in the Strike of Marine Men.

There were no new developments in the strike of the licensed tugmen this week.

At a meeting of Zenith Lodge No. 1 of the Licensed Tugmen's Protective association Thursday, the resignation of M. Ryan as president was accepted and James Walsh, who was engineer then the tug Schenck, stationed at Marquette last summer, was elected to fill the vacancy. President Ryan had not been active as the executive officer of the local for some time.

The local tugmen are in a waiting attitude and depend upon results at Cleveland, which is the headquarters of the contest. They say they do not understand reports that reach Duluth as regards what is doing in the way of corporation tugs working. One of them said:

"A few days ago we received a dispatch which purported to come from President McDonough, of the Cleveland local. It stated that everybody was working, but urged us to keep up the fight. This sounded strange and we wired McDonough for an explanation. He wired back that he had sent no such dispatch."

At Cleveland, Ruffalo and one or two other ports the strikers are going tough on their own account. According to one of the Duluth tugmen, the L. T. P. A. tugmen who are working as described will refuse to handle boats that were handled at the head of the lakes by non-union tugs.

The striking tugmen of Duluth have arranged to give a dance at the Army next Thursday night. They have engaged Flaaten's orchestra and are planning for a good time.

ROCHESTER MEETING.

Good Program Arranged by Local Labor Committee.

On Tuesday evening, June 9th, at Rochester there will be a great mass meeting at the Opera House. The following interesting program has been arranged:

Parade headed by Union Marshall and Queen City band. City officers in carriages and all attending delegates in line, followed by the unions of Rochester and citizens in carriages. At Opera House: Selection by Orchestra..... Address of Welcome..... By the Mayor Response..... By M. E. Neary Male Quartette..... Easton Address..... Thos. Spellane, Esq. Vocal Selection..... Miss Schamfeld Address..... W. E. McEwen Male Quartette..... Rev. D. A. Doran Vocal Selection..... Miss Schamfeld Address..... Hon. John O'Donnell

STRIKE PREVENTED.

Business Agent Prevents Strike on a Building.

Business Agent Richardson prevented a strike last Saturday at the Lake avenue building. Four non-union painters commenced work and refused to join the union, when the carpenters, plumbers, tinner and laborers true to their obligation refused to work with them. The business agent requested them to stay on the job half an hour, until he notified Contractor Naufft of the conditions, who immediately went to the painters' foreman with a request that he desist from inciting a strike, and that he take the non-union men away, which he did at once, and the building is now being painted by union men.

A similar circumstance occurred at the Metropolitan block and at the home of City Attorney Oscar Mitchell, on East First street.

The Painters' union compliments Contractor Theo. Naufft, Little & Nolte, Mr. Phillips, the shoe dealer, and the City Attorney.

A HAPPY HOME.

Arthur Longtin is passing the cigars around. Mr. Longtin is a member of the Typographical union, and is rejoicing that a young printer has made his appearance at the Longtin home. Here's hoping that the mother and baby are well.

\$5 \$5

CROWN AND BRIDGE WORK

By Crown and Bridge experts at \$5 per tooth.

DULUTH DENTAL PARLORS,

3 West Superior Street. \$5 Near Lake Avenue. \$5

WHY

Do you patronize a private dentist when you know that you can not have a specified price for a certain piece of work, but that he will charge you just what he thinks you will pay?

WE WILL DO AS WE ADVERTISE.

- Gold Crowns (22k).....\$7.00
- Porcelain Crowns.....\$5.00
- Gold fillings, up from.....\$1.50
- Silver fillings, up from.....\$1.00
- Painless extracting.....50c

Full Set Best Teeth \$10. Zenith Phone 168. Open Sunday 10 to 12

Johnson & Kaake, Dentists, Mesaba Block