

# THE LABOR WORLD.

VOL. 7, No. 47

DULUTH AND SUPERIOR, SATURDAY, AUGUST 9, 1902.

FIVE CENTS.

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## ASK LABOR'S VIEWS

### EIGHT HOUR LEAGUE WILL HOLD BIG CONVENTION.

In Minneapolis in September—Employers and Employees to State Grievances and Suggest Means of Improvement—Valuable Hints Expected—Eight Hour Day Question Will Be Widely Discussed.

BY WILLIAM A. SCHAPER, (Assistant Professor of Political Science, University of Minnesota.)

The Supreme Grand League of America has secured the use of the exposition building in Minneapolis, in which to hold a convention in September, for the purpose of bringing together employer and employee for the purpose of creating a healthy agitation for more harmonious relations between capital and labor.

The idea of holding a national convention of employers and employees grew out of an earlier attempt to call a meeting of those interested in the eight-hour movement. Others took up the original plan, broadened its scope and finally a great national conference was decided upon. The purpose of this conference is to bring together representative employers, the ablest spokesmen of organized labor and distinguished investigators of our industrial and social problems.

This national gathering is designed to afford an opportunity for the free exchange of ideas on the present labor problem. It is an attempt to inaugurate a great educational movement in which all sides are to participate and work in harmony for a common purpose, namely, a better understanding and a more satisfactory adjustment of the relation between employer and employee.

The promoters of this movement have no cure-all to advocate, no propaganda to spread. Their aim is to afford an opportunity for the two opposing sides in the present labor disputes to get together on neutral ground and calmly talk over the situation.

It is hoped that a meeting of this kind will give both sides, as well as the less immediately interested student and investigator, an opportunity to be fairly and fully represented and heard. In this way employer, employee and investigator will for the first time meet on an equal footing for an earnest but dispassionate conference. Such a meeting may fairly be expected to bring to the correct solution of the mutual respect. The discussions will throw a flood of light on the situation as it exists today. They will correct many misconceptions and do away with the ill-founded prejudice which now exists between the two great business partners, labor and capital.

It is hoped to have enterprising and successful employers who have made substantial progress in the way of securing and keeping the willing co-operation and the enthusiastic loyalty of their employees. There are many such employers in this country who have worked in perfect harmony with their employees for a whole generation. Their phenomenal success may be quite as much due to the character of their employees, the nature of the business they are engaged in, as to the skill of the managers. Their success may none the less point to the correct solution of the problems of preventing the frequent clashes between the employer and his employees. We want to find these men out and induce them to attend this meeting and give the country the benefit of their experience.

The time is ripe for taking stock of the plans and ideas that individuals, scattered about this entire country, have worked out with more or less completeness. It is time that these men of constructive ability and long experience get together and compare notes. Out of this mass of information which will be accumulated, sifted and put into printed form we may hope to obtain many practicable and valuable suggestions to guide the employer as well as the employee. It is time to settle upon a general policy concerning several important matters touching the relation of the employer and employee. Scattered individual efforts may thus be converted into a concerted national movement.

On many other questions still in dispute we need more light. Among others the eight-hour day will attract increasing attention. Is a shorter day desirable, all things considered? Is it

feasible to adopt the eight-hour day? Or will its disadvantages be so great as to make it more of a detriment than a blessing to society? Now is the time to have this question thoroughly discussed.

Shall men be permitted and encouraged to turn out all the work that they can while on duty, or shall the least efficient or the slowest worker set the pace for all?

Small business be regarded as a species of war in which the stronger shall be allowed to crush the weaker and reap the spoils, or shall business be regarded as a new kind of partnership between business undertakers and workmen, in which each shall earn in proportion to what he contributes? In which the workman shall take as personal a pride and have as strong an interest in the business as the one who takes the risks, furnishes the organizing brains and the capital?

Another important problem which needs consideration is the question of making the home life of the American workman more comfortable, more pleasant and contented. What is being done by the most progressive employers who aid their employees in this direction? Do the results warrant the efforts put forth? What more can be done along this line?

The legislative problem is always with us. We want to know what legislation the other states have recently enacted and how it is working. We want to know what more can be accomplished through new laws.

But we come to the crux of the whole labor problem when we take up the matter of strikes and lockouts and the means of avoiding them or of settling them when they have once arisen. The cost of strikes and lockouts each year is something enormous.

This is the price we pay for the settlement of the disputed claims of the two partners, labor and capital, to say nothing of the feeling of bitterness on both sides that such conflicts always arouse. Is it not time to adopt a more economical and business-like plan of adjusting such disputes?

The first step in that direction is to get together and talk the matter over in a spirit of fairness and good will. Let each side present its grievances and its claims from its own point of view, and then look at the matter when it is presented by the other side. In this way the thousands of delegates from various places, and representing various interests all over the country, will have a chance to look at the situation from different standpoints. Errors of information and judgment will be corrected, views and sympathies will be broadened. The attention of the entire nation will be directed to our industrial problems in a striking manner. When once the problem is stated in specific terms and the people get to thinking about it everywhere, the right solution is bound to be found sooner or later.

Those interested get together in Minneapolis next September and talk the situation over.

## TUGMEN'S STRIKE.

### Wilson Appears to Be Recovering from Effect of Shot.

There were no new developments in the Tugmen's strike this week. The exposition in last week's paper seemed to have the desired effect. The non-union men are not so flush with their weapons as they have been.

Engineer George Wilson seems to be recovering from the wound received from the bullet of the trust tug Captain Taylor.

The Independent Towing line is being incorporated. Many of the boys are taking stock in the company. A settlement with the trust is not expected this year. When the stockholders meet this winter and when they begin to inquire about last year's profits a change is expected. When the season opens next year it is safe to say that the trust boats will be manned by union men throughout. What will become of the non-union men? The trust will have no use for them. Corporations admire men of honor. The experience of the past teaches that it never pays to take a job during a strike. A man who is false to his fellows will be false to his employers. Employers desire men who can be trusted not only by themselves, but by the men as well. Non-union men may be all right to carry a concern through a storm, but in the long run it is the true men who give the best service.

## MANY CANDIDATES

### NO SCARCITY OF MEN TO SERVE THE DEAR PEOPLE.

### Ten Candidates for Sheriff—Democrats Appoint Committee—Have Some Hope for Success—Senator Daugherty Is After Laybourne—Bede Letter Gets Cold Reception—Man Who Gave It Up Is Condemned

Politics are beginning to warm up some. Even the Democrats are getting enthusiastic, and have strong hopes for success. There are so many Republicans who are afflicted with the office itch, that a fatal mistake is liable to be made. Heretofore it has been the habit of the Republican party to give at least two offices to the Scandinavians. The political leaders in this element of our citizenship have made considerable use of this habit in the past, until now the average Scandinavian-American expects it. Will the Republicans forget the Swedish element in the primary election? This remains to be seen. Present indications are that they will give the good-bye. This is causing considerable worry among the leaders of the party. The Democrats, however, will give recognition to this strong factor in our politics. They have the votes, and in return are entitled to some of the offices. With good political management the Democrats may yet land a few plums in the coming contest. It does not look so merry in the Republican camp as they would like the people to believe. Their present internal strife will surely have some effect at the polls.

Frank Crassweller has appointed the Democratic county committee, which is as follows:

At large—J. D. Ellis, chairman, Duluth; J. B. Connors, Hibbing; S. C. Murphy, West Duluth; Fred L. Ryan, Duluth; William Bernard, West Duluth; Le Roy Coons, Duluth; E. O. Wohlin, West Duluth; M. L. Fay, Virginia.

Duluth—T. J. McKoon, First ward; H. Moeller, Second ward; Harris Bennett, Third ward; W. W. Clayton, Fourth ward; E. C. Rubenack, Fifth ward; S. W. Hill, Sixth ward; J. Nylander, Seventh ward; M. M. Clark, Eighth ward.

Outside towns—E. E. Barnidge, of Tower; Alfred Bedford, Ely; A. G. Kingston, Eveleth; I. K. Birkeland, Bismarck; Martin Hughes, Hibbing; Andrew Godesius, Grand Lake township; John Beutner, Proctor; H. J. Millbrook, McKinley.

The committee will immediately go to work, and before another week rolls by, a full ticket will be in the field.

The contest for the legislature is getting warmer every week. P. C. Schmidt has filed for the nomination in the Fifth district for the house. He was a member four years ago. There are now four candidates in this district, two of whom are from Two Harbors.

Senator Daugherty is after Mr. Laybourne in this district. He seems to have the latter on the run. Union labor is going to enter this fight. Daugherty has shown exceptional favors to the cause in the past and they desire to reciprocate. Laybourne was the enemy of some of the trades in his opposition to several measures licensing certain mechanics. His position on the anti-boycott bill will also be given an airing.

T. M. Pugh is hustling like a good fellow for the senate in the Fifth district. He is closely followed by E. R. Jefferson, who has a reputation for fighting until the cows come home.

Senator Hawkins has everything his own way in the Forty-ninth district. The Democrats have not decided who they will pit against him.

County offices are not going begging by any means. It is said that there will be at least ten candidates for the office of sheriff. It is said that Sheriff Sargent may withdraw from the field. His health has been very poor for the past year, and his physicians are very much opposed to him entering the field. If he decides to withdraw there is good reason to believe that Victor Dash will enter the race. Mr. Dash has been under sheriff for a number of years, and would make a capable officer.

Odin Halden has some opposition for county auditor, but it does not seem to worry him much. L. H. Whipple is also in the same boat, and expects to meet with his usual success in the prima les.

Judge Bonham and former Judge Middlecott will cross swords for the nomination for judge of probate. Both have splendid records, and upon these records both expect to win.

Andrew Park is again out for superintendent of schools. He has made an exceptionally good officer, and is entitled to further recognition from his party. Mr. Park was at one time president of the Cloquet saw mill workers in the palmy days.

Ole Larson, of the Steamfitters' union, is being urged to enter the race for sheriff. He certainly weighs enough to hold the job.

Some Democrats are urging Walter Johnson to run for Sheriff. Walter is well liked, and would get a good share of votes outside of his party.

L. M. Johnson, of the Typographical union, is a candidate for register of deeds. He comes from the ranks, and works every day at his trade. Here's a good chance for you to do something for a workingman.

Edson's managers had an advertisement in Sunday morning's News Tribune. It was a copy of a letter written by Bede to a supposed friend in Anoka. The letter was purely personal, and as a political document has had little effect. Condemnation is heard on every hand against the man who gave up the letter. If it proved anything it proved that Bede did not promise the post office. The fellow who gave up the letter will be politically dead in the future. No man such as he will be recognized by any faction, nor can any party afford to give him such. Labor never had so many friends among the politicians as it has today. They do make great promises as they

approach you for the support, but watch out, these kind of promises are a regular thing at election time.

## BARBERS' PICKET

### Are With John Green, Until He Closes Early.

The Barbers' union has established pickets in front of Green's barber shop. He refuses to obey the general rules of the trade in this community. If he does not close up at 7 o'clock the other shops have threatened to keep open all night. With the Barbers' union it is a matter of self preservation. They dislike to push a boycott, but it sometimes becomes necessary. Mr. Green has frequently referred to his dislike for organized labor. This has deepened into enmity, and yet the barbers will be his friends the minute that he agrees to the rules of the trade. Mr. Green holds a state job. It is said that he is not very much stuck on the job, and would resign rather than be dictated to in what he calls his private business. Political pressure is, however, being brought to bear upon him. A certain Duluth senator wrote Governor Van Sant of Mr. Green's opposition to organized labor. The governor, it is said, could not wait for correspondence, and immediately called our senator friend to find out who Green was. He said that he was in favor of early closing, and would send Chief Game Warden Fullerton to the scene as soon as possible. Fullerton arrived Wednesday evening, and he is using his influence to settle the matter. It will be a good stroke of politics, and the barbers were indeed wise to use it.

## STILLWATER.

### Boom Men Are Striking for Shorter Hours.

A strike at the St. Croix boom is on. This is a renewal of the old contention for a shorter day than eleven hours. At a meeting of the mill and river men's union Monday it was decided to force the issue at the boom. A committee was appointed which waited on William Sauntry Tuesday morning and made demand for a ten hour day at increased wages. The committee stated that the men would not go to work until 7 o'clock Wednesday morning.

Mr. Sauntry replied that the boom would commence work at 6 o'clock as usual and no one need come later. He also declined to grant an increase in wages. The union claims all but four of the men at the boom. Mr. Sauntry says the company has 100 non-union men and can get more. He told the committee that the company is losing money at present wages and will shut down rather than make concessions, but that he had no doubt work could be kept going at the old scale.

There is talk of a sympathetic strike of mill men. The unions are very strong in numbers. Organizer Haggerty of Stillwater has asked the officers at the boom to read a resolution to the water.

## MAY BE SETTLED.

### Game Warden Fullerton Meet Committee of Barbers.

A delegation composed of seven journeymen barbers, three boss barbers, Secretary Richardson of the Trades Assembly, and W. E. McEwen, met Chief Game Warden Fullerton at the St. Louis by appointment Thursday afternoon and discussed at length the controversy with John Green. The journeymen gave their version of the question and the bosses testified that their receipts had been no less since they adopted the early closing movement. Mr. Richardson also expressed himself, after which Mr. Fullerton asked the union to not place any pickets in front of Mr. Green's barber shop until 7:15 this evening. The union very promptly informed Mr. Fullerton that they would withhold their pickets for the three entire evenings if it would do any good. It is likely that the whole affair will be settled without further difficulty.

## LITTLE FALLS.

### Six Union Will Be Formed There on Sunday.

Gordon O'Neill and W. E. McEwen will leave this afternoon for Little Falls where they will organize a union of Saw Mill Workers on Sunday evening. They have been sent for by men working in the mills there. Mr. O'Neill will represent the Longshoremen's union, while Mr. McEwen will look out for the interests of the State Federation of Labor. Mayor Vassaly, of Little Falls, is very much interested in the formation of a union, and will aid the organizers considerably. There has been a general demand for organization at this point for some time.

The secretary of the State Federation has been in correspondence with some wage earners in Sauk Centre who are very desirous of forming a union. He will investigate their case on his trip to Little Falls.

## ACME LAUNDRY.

Rumor has it that some one has organized the employees of the Acme laundry. We have not been able to ascertain who it is that has taken this authority upon himself. Possibly it is only a rumor. In view of Mr. Armstrong's candidacy for sheriff and his late trouble with organized labor, it is doubtful whether organized labor will accept the unionizing of his laundry in good faith. While we will be glad to welcome Mr. Armstrong in the ranks of union employers, we would desire to see some better expression than his candidacy for a political office.

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## REGULATE TRUSTS

### D. A. PETRE HAS IDEAS ABOUT REGULATING ALL TRUSTS.

### The Railroad the Parent of Trusts—It is Responsible For the First and Greatest Trust—The Standard Oil Co.—Says That the Government is the Rightful Custodian—Public Ownership the Solution.

Editor: Duluth Labor World.

Some weeks ago an article appeared in our evening paper contributed by a well known Duluth citizen, wherein he berated the Coal Trust as adversely affecting our local interests; at the same time he advocated sending a petition to the President of the United States asking an investigation.

Whether an investigation of this nature would result in breaking up of this Trust is a debatable question as with the probing now going on in the Merger case and the Meat combine which is as likely to result in a White-washing, as of accomplishing any permanent relief. Why if these vital subjects are matters of Governmental concern should our senator friend not assume absolute control and OWNERSHIP of those means which go to the foundation of Trusts and permit them to exist, be the correct solution of the whole question?

J. J. Hill of the Securities Trust in a recent speech is quoted as saying, "I believe in the survival of the fittest in the Railroad world, the same as I do in all nature and all affairs of men. It is the natural law, and its operation is as inevitable as the original sin of man." If Mr. Hill is correctly quoted, he must certainly be in sympathy with Genl. Smith in the Philippines, who saw fit to murder all boys over 10 years of age, thereby recognizing the Law of man's making; that the stronger is justified in strangling all competitors. Mr. Hill further says, "there is no such thing as a community of interests, that is the merest rot and twaddle, a trem originated and employed by the Press of the country." No, that community of interest is not receiving its fullest exemplification, but it will so soon as the law of the survival of the fittest shall have had its sway in the Railroad world."

It is evident from this gentleman's view of railroading, that he, Hill, is the fittest man to dictate to the American people, and that what is best for him is surely the right thing for the dear people at large. Again he remarks, "competition is ruinous war (on his interests we presume)." Could any statement go further to prove that Mr. Hill is a staunch advocate of trusts!

But Mr. Hill as well as his confederates, the Morgan syndicate, may yet prove to be angels in disguise, though they do not read like so in the eyes of philanthropists, and may have sown the fruitful seed which must ultimately produce the government-ownership tree, thereby restoring to the people that which has been rooted out by special privileges, the rebate system and kindred subterfuges.

The most I can still believe in the old usage, that fair competition, better termed co-operation, is the life of trade; on the other hand if any corporation is to control the necessities of life such as air, light, water, coal and other equal requirements of existence, coupled with the means which have been able to build up the first and the last trusts—the railroads—then let the people, the fittest of all to regulate their wants, own them and operate them at cost for the benefit of all alike. Privileged transportation facilities have been, and are today the bulwark of all trusts; it was special rates to the Standard Oil Co. that enabled that octopus of wealth to assume any proportions at all, and in so doing practically ruined every small oil producer in the country. Thomas Jefferson wisely said that what the people wanted was, "equal opportunity to all; special privileges to NONE."

Many of the merchants in Duluth can remember the time when Minneapolis and St. Paul merchants had their goods laid down there far cheaper than they were in Duluth, though the same goods were shipped by lake from Buffalo and had to bear charges for transportation by rail distance of 150 miles further, which is only one illustration of what railroad discrimination can effect.

Have not the people of Duluth, as well as every city in this country and abroad, been benefited by municipal ownership, as against private ownership, does any one dispute the fact? Why then should not the government operate the railroad highways as it does the mail service and give to every shipper, small and great, the same advantages of marketing their products? Would capital (outside of a few who want the earth) be injuriously affected thereby?

No one should object to persons combining their capital and forming large business partnerships, since it requires great capital from some source to forward large enterprises for general as well as private gain. But it is quite another proposition to permit a few concerns to dictate the price of meat, coal, light, and transportation, and build up fortunes of hundreds of millions of dollars at the expense of an unwilling people. It is the abuse of privileges which the people revolt against, and if private ownership of such public grants cannot safeguard the interests of the country, it is high time that the people assume their full rights, and take to themselves that which really belongs in common to the nation, viz. the public highways. It is too late now for people to call others cranks, populists, socialists, etc., for advocating government as well as municipal ownership, as these advanced ideas have come to stay and will not faint by the wayside because of adverse criticism. No one wishes to deny that Mr. J. J. Hill is a wonderful railroad financier, that he is one of a few men who has been able to

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for-see great things for the northwest, and the people of the northwest are to be benefited by the aid of the Morgan syndicate, what few ever dreamed of.

But the people of the northwest are not the whole of the United States, and if other sections of the country are injured by the merger, they do not demonstrate the necessity of preventing discrimination throughout the nation. What the interests of the country demand under a republican form of government is not special privileges, but absolute equality of opportunity; and to go back to the monstrous propositions of kings and emperors, who dominated the people, confiscated their property, and made them virtual slaves, is not a system which the people of this country wish to have fastened upon them in the industrial world. Community of interests, according to J. J. Hill is nothing but an invented phrase of the press, to deceive the dear people of America, who, having established a government of and by the people, nearly 130 years back, are now to be made believe that the time is now ripe to throw off the shackles of self-government and trade posterity to a few men who with their wealth largely earned at public expense have succeeded in almost corraling the universe.

The question is now fairly before the people whether they are to be ruled by railroad and steamship trusts, which dictate the price of living to every citizen, because these means of transportation largely control values, or whether we shall wrest these baneful monopolistic influences from those who seek to own the earth and make the world to worship at the shrine of money.

The words which Holland wrote, ought today serve as a motto for aspiring statesmen; when he said: "God give us men: a time like this demands strong minds, great hearts, true faith and ready hands. Men whom the lust of office does not kill; Men whom the spoils of office cannot buy; Men who possess opinions and a will; Men who have honor,—men who will not lie." D. A. PETRE.

## HITS THE NAIL.

President Mellen, of the Northern Pacific railway, in a speech before the Farmers of the Pacific coast, said the following:

"The whole rate fabric is like a card-house. We can do nothing here without doing something at other points. We are all bound to gain something by the spirit in which you called this conference, coming to us not by intermeddling politicians who work you and who try to work us. If you work with us as allies you will freeze out the middle man."

Well, what's going to happen to the middle man? The producers—farmers and laborers—have had it in for the middle man for some time, but to our surprise the railroads, through one of their trusted officers, have at last expressed their opposition to the middleman as well.

This is but the natural result of progress. The farmer who sows his wheat directly to the miller, without the intervention of the parasite class. This seems to be the inevitable, but the railroads will still be in the way. They will be operated for the greatest profit by private corporations.

Mr. Hill, in his old age, on the same occasion, stated that he saw no reason why the people did not own the railroads. This was a strong hint to the farmers of the west. Mr. Hill knows a good deal about farmers and farming. He speaks before the farmers real often. He tells them of their wants. He has even stocked their farms. Now, in the closing days of his wonderful life, he says to them:

"I would like nothing better than for the people to own the railroads themselves. There is no reason why they should not."

Yes, and if the public ownership of railroads was now accomplished, there is no citizen of the land who would be better equipped to have charge of the transportation facilities for the government than the same J. J. Hill.

## MUSICIANS ACTIVE.

### Union is Subjected to An Old Time Revival.

The Musicians' union held a well attended meeting on Tuesday. The dues and per capita tax to the various central organizations were ordered paid. New life has been injected into this union, and a general invitation has been extended to all musicians of the city to join. The union will hereafter have a card in the Labor World. It is the desire of the union to make as good a showing as possible on Labor Day.

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