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## SOLONS REFUSE TO LIFT YOKE FROM LABOR'S NECK

**Smoked Out by Workers' Champion, House on Record Goes 169 to 52 Against Amendment to Notorious Sherman Act—Look Up Your Representative.**

WASHINGTON, D. C., May 13.—Forced by Representative Hughes of New Jersey to come out in the open and show their colors for or against labor, just fifty-two out of a total of one hundred and sixty-nine congressmen present voted to take the yoke of the Sherman anti-trust act from the neck of the American wage worker.

Hughes sprung his labor amendment to the administration's railroad bill before the house fully realized its import. Suddenly it dawned upon the Republican floor-leader, Mann, just what this thing meant and he jumped to his feet demanding that it be ruled out of order.

The speaker took the cue and declared the amendment not germane. Hughes appealed from the decision of the chair.

It was to be a test-vote. Weak-kneed congressmen gave out a faint ripple of "ayes" in sustaining the chair.

A scattering chorus of sturdy "noes" spoke for labor.

Pledges of the Democrats and promises of the Republicans were alike cast to the winds when a standing vote showed but a third of the entire house ready to keep its word and protect organized labor from the deadly measures of the Sherman Anti-trust act that has already opened its jaws to maul one labor union, the Hatters, of a quarter of a million dollars.

Seen after the session, Representative Hughes frankly stated his belief that this was probably the one and only time during the sitting of the Sixty-first congress when every man on the floor had been compelled to stand for or against labor.

"The amendment which I sent to the desk," explained the New Jersey congressman who carries a union card, "provided this: That as the pending paragraph attempted to take the railroads from within the provisions of the Sherman Anti-trust act, so my amendment proposed to take the laboring men from within the provisions of the same act."

"I gave the members of the house the opportunity to go home and tell their people in the next campaign that they had redeemed their promises."

"I have taken the trouble to read the debates in the senate when the act was passed and certain senators who stood high in the councils of their party assured that body that the language of that act should not apply to organizations of labor."

"An amendment was offered on the floor of the senate, letter for letter, and word for word as my measure appeared in the house, and that amendment passed, unanimously in the senate."

Representative Hughes' measure embraced farmers' organizations as well as those of labor. The amendment reads:

"Agreements, agreements, or combination between laborers made with a view of lessening the number of hours of labor or of increasing their wages, or any arrangements, agreements or combinations among persons engaged in horticulture or agriculture made with the view of enhancing the price of agricultural or horticultural products . . . shall not be unlawful."

Louisville, Ky., May 13.—Many delegates from all parts of the country are in the city in attendance on the seventh biennial convention of the Amalgamated Meat Cutters and Butcher Workmen of America, which began here Tuesday.

The sessions are held at the Germania hall. Prior to the opening of the convention the executive committee of the union held a session to act on the credentials sent in by the various locals.

The local arrangements committee of the convention have done their utmost to give the delegates a fine reception. A smoker and ball were given Wednesday in honor of the delegates and also a sight-seeing trip to Churchill Downs.

The convention was called to order by International President John T. Carney, who presided over the convention until the election of officers takes place.

The present officers of the organization are John T. Carney, president; August Meltzer of Buffalo, and C. F. Smith of Chicago, vice presidents, and Homer D. Call of Syracuse, secretary and treasurer.

**WILKESBARRE RAISES WAGES.**  
WILKESBARRE, Pa., May 13.—General Manager Charles F. Huber of the Lehigh and Wilkesbarre Coal company has announced that all the monthly employees of the company will be given an increase of 6 per cent in wages, effective last Monday. This increase will affect clerks, foremen, fire bosses and other employees not affected by the award of the strike commission.

These number some five thousand men. The increased cost of living induced the coal company to decide upon the increase in wages.

## BE COURTEOUS TO THE SOLICITOR, BUT—

The Good Housekeeping Magazine which has agents in Duluth soliciting subscriptions by offering premiums is one of the few monthly magazines that have refused to concede the eight-hour day to their employees.

Union men at the head of the lakes and their wives well know what to do when the agent calls.

The Butterick magazines are another set of publications that refused to grant their employees the same workday conceded by practically all other publishers in New York City.

In distinct contrast to the Butterick Publishing company is the McCall Pattern company. The latter company has always maintained friendly relations with its employees. It operates its printing office on an eight-hour basis and all of its patterns are unimpaired.

## TOOL OF RAILROADS WONT HELP SAILORS AT COST OF MASTERS

WASHINGTON, D. C., May 13.—Japanese sailors willing to work for fifteen dollars a month are needed by the Pacific Mail Steamship company and therefore Duncan E. McKinley, representative from California, blocks the passage of the Spight bill which would stop Asiatic labor from manning ships sailing under the American flag.

"I won't vote to put the Pacific Mail out of business. The trades unions go too far. Besides, there aren't any American sailors left to protect."

Representative McKinley jerked out these three sentences as soon as he perceived that the interview was probing the interests of the Southern Pacific railroad, whose sea-going end sails under the title of the "Pacific Mail."

"Fish of One, Fowl of Another." "But," queried the newspaper man, "I thought you were on record as being opposed to Asiatic immigration. How about your speech before the California Society and your demand that there should be still more stringent laws for the exclusion of the Asiatics?"

"Twisting in his office chair the expression of the hated congressman grew a shade more sour, for he knew that the interviewer knew of the lead-pipe cinch possessed by the Southern Pacific railroad over the Second California congressional district—McKinley's district.

"I am for keeping them out," he snapped, "but there's a difference—"

"Any difference between lowering the standard of living for those Americans who work on the high seas and those that work on shore, Mr. McKinley?"

"Says American Sailors Gone." "But I tell you there aren't any American sailors," reiterated the congressman who had been born in Canada and, after working at his trade as a carriage-painter, dropped his brushes, studied law with the result that an admiring constituency, in a railroad district, sent him to Washington.

If Spight's bill passes it will not only protect the seamen but the safety of all the sea-going travelers will be protected as well. Furuseth, president of the Seamen's union, pointed this out in graphic words:

"Suppose a ship is sinking and the boats are to be manned, manned by Japanese, Asiatics that can't speak English, would any congressman from California like to be aboard that vessel?"

**SAY MUCH ADVERTISED  
RAISE BY STEEL TRUST  
HAS NOT MATERIALIZED**

PITTSBURGH, May 13.—There is bitter disappointment among the workmen of the Carnegie Steel company and other mills of the United States Steel Corporation, for it is now known that the raise in wages which through a recent statement by Chairman Gary they thought would be theirs beginning May 1, will not materialize.

All employees of the United States Steel Corporation are not being given an advance as it had been understood they would be.

This is a bitter disappointment to thousands—all the more disappointing because it had not been made plain to the higher priced workmen that they were not to receive the advance.

**EXPECT STRIKEBREAKERS  
IN N. Y. BAKERY STRIKE**

NEW YORK, May 13.—A force of bakers is expected here from Philadelphia today to help break the strike which has crippled the business of most of the larger bakeries and curtailed the bread and pastry supply of the big hotels and caused shortages in many residence districts.

## MAY TIME EDITION

As an industrial milestone to mark the progress made by the cities at the head of Lake Superior this resume of Twin Ports prosperity is offered to the friends and patrons of the Labor World.

Shod with the seven league boots of enterprise and fitting environment, the sister cities of Duluth and Superior have within the past twelve-month made an advance in the world of commerce so astonishing as to make them the cynosure of the eyes of the trade world from coast to coast, from border-line to gulf.

No small share in this unexampled wave of prosperity has been that of the organized workers of the Twin Ports.

Their brain and brawn, their thrift and foresight have in more than mediocre ratio contributed to the good fortunes of the communities interested.

Their hands which created and theirs the payrolls distributed among the tradespeople at the head of the lakes.

Realizing this, THE LABOR WORLD, feeling that it enjoys, in more pronounced manner than ever before, the confidence of the wage earners of Superior and Duluth offers to their attention now, and for their patronage in days to come the names of the most prominent and successful firms in this locality who appreciate the benefits of increased trade which organized labor has to offer—and appreciating it, are willing in return to give their favorable consideration to the principles of organized labor.

Tradesmen of Superior and Duluth! Workers of Duluth and Superior! SHAKE!

## W. E. McEWEN ROAMS ON ENGLISH SOIL

MIDDLEBROUGH, Eng., April 25, 1910.  
(Special Correspondence by W. E. McEwen.)

I promised when leaving home that I would occasionally drop a line to the readers of the Labor World of some of my observations abroad.

Our good ship the Mauretania arrived at Fishguard, on the southwest coast of Wales, last Monday, just three hours behind schedule time. Up to the afternoon of Sunday we had broken the world's record for speed between New York and England, but late Sunday we ran into a dense fog, and the big ship was obliged to cut its speed down by one half. This was such a disappointment to those aboard, for it was to be regarded as quite a privilege to ride on a boat which was beating the world's record.

However, after passing through three days of exceedingly rough weather we were delighted to land at all. For a person who has done most of his traveling through life on dry earth, a sea voyage possesses a sort of charm which is hard to get half of. I will never forget how good the south coast of Ireland looked to me last Monday morning when the English fog lifted for just a few moments. I thought of all my Irish friends at home, and I shall ever join with them in the future when they sing praises of old Ireland. It surely looked good to me.

Our ride from Fishguard to London, a distance of 450 miles, was made in 245 minutes. When one studies the construction of the little locomotives and the odd looking English cars, this rapid transit develops into a marvel. There are few accidents on English railroads. Their roadbed is perfect. Their rail connections are ideal. That rattling and jarring, so common on American trains, are entirely eliminated, and when you are speeding across the country at a speed of more than a mile a minute there is as much comfort, and as little shaking as when riding on an asphalt pavement in a smooth-running motor car.

London is surely a great city, with its thousands of cabbies; its omnibus street cars and its myriad of beggars. Our commission spent three days there, and I was very glad to get away from the endless noise of its busy streets. We were most courteously received by every person with whom we had an interview. It made no difference where we went, whether it was to a British government office, the House of Commons, the office of an employers' association, or a trade union, the treatment accorded to us was the same. Americans are surely in mighty high repute in England.

The leaders of English trade unions went out of their way considerably to assist me. Mr. Gillette says the same for the representatives of employers' associations. The British labor movement is organized on very much different lines than the movement in America. However, its purpose seems to be the same. The workmen of Britain seem to have the same grievances, and the same causes for action, but they are unquestionably far in advance of the American trade unionists in their methods.

The labor movement of England and Scotland divides its functions into two distinct organizations. There is the British Trades Union congress, which is formed for political action exclusively. Through its work forty very able trade unionists are sitting in the House of Commons, and they indeed are a most militant body of men.

The other organization of trade unionists is the British Federation of Trade Unions, the object of which is to care for the economic advancement of the working people. Its leading official is Mr. W. A. Appleton, who by the way is its only paid official. I am indebted to Mr. Appleton for much of the information I am securing relative to the operation of the Workmen's Compensation Act in England. He is a veritable encyclopedia of knowledge, which is only exceeded by his bearing as a true gentleman. When I presented to him Mr. Gompers' letter of introduction, he immediately closed his desk, and

I was his guest during the remainder of my time in London.

Our first visit was to the office of the Labor Department at Whitehall. Here we met Commissioner McLeod who put all business aside to give us his opinion of the British labor situation. I also had the pleasure of again greeting our old friend, Mr. J. P. Street, the representative of the British Labor Department, who spent almost a year in Minnesota studying the cost of living in our state. He had informed Commissioner McLeod of the assistance rendered to him by the officials of Minnesota, and I am sure Mr. McLeod has amply repaid us for anything we did in that direction.

Mr. Appleton had previously made arrangements for our visit to the House of Commons. I might add before leaving the Labor Department that its officers are in the very building out of which Charles I. walked to his execution. Mr. Street's office window is located just below the site of the scaffold. There is a tablet at the base of his window marking the spot. As we entered the famous English Parliament, my attention was called to Westminster Abbey, just across the way. Time would not permit of a visit to this historical place.

However, I did go through the grounds later in the day.

I shall never forget the impulses that possessed me when I entered the commons. I thought of all that this great building at one time meant to America. I saw the colonial representatives from America pleading for laws which would give America relief. Here was the statue of William Pitt, there was Fox, and over yonder was Burke. This indeed was sacred ground to an American, and I found myself dragging behind our party, meditating over it all until the spell was broken by a call from Mr. Appleton.

We stood in line in the corridor of the great building until one of the members of Parliament responded to our cards. We were then escorted to the famous tea room, where over a cup of Lipton's best and an English biscuit we discussed at length the problem of workmen's compensation with the leading men in England. I had the pleasure of renewing acquaintance with several members of parliament whom I had met in America. Among them was Mr. Shackleton, the chief labor representative, Mr. John Hodge of the smelter workers, Mr. Tom Sexton, of the Liverpool dockworkers, Mr. Gill of the weavers, Mr. Cline of the gas workers, and several more, including the Hon. "Tay Pay" O'Connor, who was right fresh from a battle in the Commons, where he had come out on top in a terrific speech against granting a pension to Captain Anderson, accused of furnishing the material to the London Times charging Parnell

with complicity in the Phoenix Park murders. The debate on this question riled the blood of the Nationalists, and for three days they kept interest lively throughout the British Isles.

The next two days in London were spent in private interviews with employers, workmen, attorneys, public officials and insurance companies.

We have already found that "all is not gold that glitters" with the British act. The business of both the legal and medical professions have been stimulated through its operation. The worst feature, however, creeps into the scheme by the insistence on the part of the employers' liability companies for a physical examination of all workmen in every insurance institution, similar to that now in vogue in the United States on the railroads.

James Holmes, general secretary of the British Lace Makers society, is of the opinion that no less than 150,000 men are out of employment in England, either for the reason that they are too old or forty, or they are so slow in their movements they can not get away from danger quick enough. I have learned, however, that where employers have organized mutual insurance companies this physical test is not required. Mr. Holmes related the story of a boy, who while engaged at some child frolic lost an eye. As he grew older he attempted to secure work, but he was denied employment because his disability would enhance the danger of his being injured. Knowledge of the practice here referred to has caused me to look at the problem in Minnesota from an entirely different view point. In my opinion a system of compensation can be devised which will make this evil impossible.

On account of the limited time at our disposal, Mr. Gillette and I have divided our trip through England. He has gone up through the Midlands to Manchester and Birmingham, while I have been detailed to Northeast England, to Middlebrough-on-Tees, and to Newcastle on the Tyne, meeting Mr. Gillette in Perth late this week. This territory is called the workshop of England. It has iron mines in abundance, furnaces, smelter works and steel plants dotting each side of the river Tees. The climate is very much like that about Duluth when a good fresh breeze is blowing from Lake Superior.

I spent Sunday in Middlebrough. It is a perfect "hid" city. I could not get into my hotel without ringing the bell and announcing that I was a guest. Everything is closed during the Sabbath without exception. I arose very early in the morning and took a ten-mile walk into the country. There was nothing else left for me to do, but I was well paid for the effort. I saw English country life at its best. I wandered to the old parish church, where beside it is the churchyard, with its quaint gravestones marking graves more than a century old. From the time that one enters the lych gate until he departs there is, nothing but interest. Over on the right is the estate of William Moore, Esq.; on the left is the cottager in his typical English home. Down the beautiful macadam road is the village of Ormesby, and on the corner is the famous public house. There is the drinking fountain, the gift of a very good spinner who long ago was taken to her reward. Just up the road a bit is the bungalow refreshment stand where English tea is served at all hours to weary travelers.

At the cross roads the sign reads, "Redcar 3 miles." This is at the mouth of the Tees, at which is located the Lighthouse to the harbor of Middlebrough. Out in the east is the North sea, and just 150 miles away is the Land of the Midnight Sun. To the north is the Yorkshire hills, richly endowed with iron mines, and only six miles from Middlebrough. To the south but 8 miles is the coal fields, and when we learn what there is about here we need not wonder why this is the "Workshop of England."

I shall finish my investigations in Middlebrough today, leaving tomorrow for Newcastle. In another letter I will write of labor conditions in this part of England.

W. E. McEWEN.

## STRIKE EXPENSES RAISED THE TAXES OF PAPER COMBINE

Glens Falls, N. Y., May 13.—The International Paper Company will ask the courts to review the action of the local assessors in Cornish and in South Glens Falls, increasing the assessments of the plants of the company in the two villages from \$125,000 to \$500,000 each.

The assessors frankly admit their action is due to the heavy expense the villages have been under in preserving order during the strike at the plants of the paper company.

## COULDN'T USE MAYOR TO BEAT STRIKERS

VINCENNES, Ind., May 13.—The strike of the street car employees of this city assumed a more serious aspect today when Mayor McDowell refused to detail patrolmen to ride on the cars which the company wished to operate. The mayor furnished six patrolmen, however, to patrol the streets along which the cars run.

Under such circumstances the company decided not to run any cars.

## ASK COMPLETE PROBE OF COUNTRY'S STEEL WORKS

### INDUSTRIAL TOLL CLAIMS MANY VICTIMS

CLEVELAND, O., May 13.—Between 500 and 500 Austrians and Hungarians are killed monthly in the mills and factories of Ohio and 1,500 are maimed, according to Ernest Ludwig, consul for Austria-Hungary, who announced today that he would appeal to his government to take some action to alter the conditions which he claimed existed.

Mr. Ludwig declares that in one mill that employs about 600 hands, 1,020 persons have been killed in nine years, and that in another death takes a toll of one every day.

The consuls representing the other European nations are said to be making similar investigations with the intention of concerted action.

### Senator Demands That Congress Delve Deep Into Conduct of America's Leading Enterprise and Its Attitude Towards Em- ployees.

WASHINGTON, D. C., May 13.—Following the startling revelations made in report of the senate of the conditions which led to the strike at the Bethlehem steel works. It was learned today that Senator Borah of Idaho will introduce a resolution calling for a complete congressional investigation of the iron and steel industries of the country.

The proposed investigation, if carried out to the letter, promises to be even more sensational than the Bethlehem probe in exposing the conditions under which hundreds of thousands of American workers labor. It is believed that such an investigation will easily prove the charge made by organized labor of frightful underpay and overwork in America's leading industry.

The effect of the Bethlehem investigation upon the allied steel interests is illustrated by the quick sequence of events following the passage of Borah's resolution in the senate. Here is what happened:

Early in March the investigation was ordered by the house of representatives.

On March 18 the officials from the department of commerce and labor arrived at Bethlehem, Pa.

On March 20, Judge Elbert H. Gary wired to all the plants of the United States Steel Corporation to immediately reduce Sunday work to the lowest possible point.

To still further placate the storm of condemnation aroused by the published conditions aroused by the published conditions at Bethlehem and other steel plants, the United States Steel Corporation announced a "voluntary" increase of thirteen cents a day for each steel worker. The subsidized press praised the steel trust, but the independent and labor press continued the work of exposure.

The steel interests then engineered a "voluntary" call on President Taft by the "leading business men" of Bethlehem asking the "Father of Injunctions" not to believe what the strikers said. Of course, the president wouldn't. But others did.

Then Judge Gary, the star press agent, announced that the steel trust loved its 220,000 employes so much, that it has decided to give their families lump sums for injuries or deaths to their bread-winners instead of letting judges and juries decide such things. A few days later he furnished more "copy" to the newspapers by giving them a story about a great old-age pension scheme the steel trust is going to put into operation some of these days.

But on May 5 the department of commerce and labor handed in its report to the senate in accordance with Senator Owen's resolution. This official report, of course, did not receive the same publicity and prominence in the subsidized press as have the various "benevolent" schemes of the steel trust.

Labor men acquainted with conditions in the plants of the steel trust say that "some of those hell-joints are even worse than Bethlehem." In Bethlehem, the official report says, the men work twelve hours of hard labor for seven days a week, a large percentage of them earning only 12½ cents an hour.

IMPORTATION SCHEME OF  
VESSEL OWNERS NIPPED  
BY SEAMEN'S VIGILANCE

CHICAGO, Ill., May 13.—The Seamen's Union has discovered a new scheme whereby the lake shipowners have been trying to import foreign seamen in violation of the law. The foreigners were to be used by the Lake Carriers' Association in an attempt to break the strike of sailors, firemen and marine cooks now in progress on the Great Lakes. Employment agents in New York City have been boarding incoming foreign ships for the purpose of inducing the foreign seamen to desert. Such men as could be enticed away from their vessels were to be sent to various lake ports.

Four dollars "a head" was the price which the employment agents claimed they were receiving from the shipowners for each man that could be brought to the lakes, besides transportation for the sailors.

The matter was at once reported to the immigration officials and steps have been taken to put a stop to the illegal practice.

The number of alien seamen actually secured by the lake carriers is small. When the few men they did get reached the lakes and found they were required to join a shipowners' "welfare plan", with its vicious discharge book system, the men at once recognized the notorious "British federation" scheme and very promptly refused to sail.

During the past month a number of Canadian seamen and laborers have been deported by the U. S. immigration bureau because they were found to have been promised employment in violation of the alien labor law. All were on their way to American ports where they were to have been employed as strikebreakers by the lake carriers.

## LAKE CARRIERS OWN BODIES AND SOULS OF "WELFARE" SAILORS

CHICAGO, May 13.—The so-called "welfare plan" or industrial passport scheme of the Lake Carriers' association, against which the seamen of the great lakes are on strike, has been properly explained in but very few newspapers, according to Sec'y V. A. Olander of the Seamen's Union.

The following are ten vicious rules of the misnamed "plan" which show its main features:

1st. Each seaman is required to secure a certificate of membership in the "welfare plan" controlled by the shipowners.

2nd. Payment of fees by seamen to shipowners.

3rd. Registration of name, age, personal description, etc., of every seaman.

4th. An industrial passport, called a "Discharge Book" by which the seaman is to be thus identified.

5th. A system of character marks, such as the master of the vessel may choose to give, upon which future employment or non-employment is to depend.

6th. Authority in the hands of any ship's officer to arbitrarily deprive seamen of the passport, to thus apply the blacklist, regardless of the number of "good" character marks the sailor may have previously obtained.

7th. A rule requiring that seamen must, when employed, deposit the passport with the ship's captain in order that it may be readily and easily revoked.

8th. A system of so-called "assembly rooms" on shore where seamen must congregate when unemployed, preference in employment being given to those who frequent these places to the greatest extent, a watch being kept on their attendance while unemployed.

9th. An agreement by each individual seaman, in writing, to the effect that he will submit to all rules and regulations of the employers' "assembly rooms" when ashore, and to take no part in any organized effort to better conditions, or to prevent deterioration thereof, when employed on board ship.

10th. Pledge of obedience to such other rules and regulations as the Lake Carriers' association may see fit to inaugurate from time to time.

The "plan", it will be seen, provides for constant and unrelenting supervision, restraint and espionage of every seaman, whether he is at work or at rest, ashore or afloat, employed or unemployed. That is what we are on strike against.

## BROTHERHOOD'S CHIEF ADVOCATES OPEN SHOP

NEW YORK, May 13.—Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, who commented upon the Oklahoma constitution at long range, and decided with the railroads that it should be amended, in a speech at the Murray Hill Lyceum, in this city, surprised his auditors by coming out boldly for the "open shop."

"I do not believe in forcing men to join a union," he said. "If a man wants to join, all right; but it is contrary to the constitution and the principles of free government to try to make him join."

"We of the engineers work willingly side by side with other engineers who do not belong to our union, although they enjoy without any objection on our part the advantages we have obtained."

"Do not think that I belittle the good unions have done or the power they have. Seventy-two per cent of the voters in this country belong to the laborers, and if laborers only realize their power there would be no further question of a living wage."

GIRLS FORM A UNION.  
NEW YORK, May 13.—Two hundred girl finishers employed at the children's sun-baked jacket trade have organized in a union and it is expected that the newly organized union will in a few weeks make demands on their employers.