

The most perfect government is one in which an injury to the most mental subject is regarded as an insult to the whole constitution.—Solon.

THE LABOR WORLD.

For the cause that lacks assistance. Against the wrongs that need resistance. For the future in the distance. And the good that we can do.

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MINNESOTA HISTORICAL SOCIETY

TWO CENTS.

UNIONS NOT TRUSTS SAYS JUDGE WILLIS

Learned Minnesota Jurist Tells President on That Unions Should Be Exempt. LABOR'S POSITION CLEARLY DEFINED

Cessation From Work, He Says, Is Absolute Right of Individual, Not a Conspiracy. It is refreshing to have such a man as Judge John W. Willis of St. Paul come to the defense of American labor in its demand to be released from the provisions of the anti-trust law.

Such publications as "Collier's" declares that the bill passed by the house last week is a bad measure, and should be defeated. It holds that the measure is class legislation, but Judge Willis declares that it is not. He holds that the cessation of work by laborers should never be regarded as a conspiracy in restraint of trade. In a letter to President Wilson, which is published exclusively in The Labor World, Judge Willis defends organized labor's position as follows:—

No Monopoly in Labor. "I beg leave to appeal to you in my capacity as a citizen of the United States to use your influence against the continuance or further extension of the enforcement of the Sherman anti-trust act against the laboring men of this country. The anti-monopoly legislation of the congress of the United States had its inception in a desire to control trading in commodities. Its scope is limited to transactions which involve interstate trading. So far as the Federal government goes and no farther.

It was never contemplated by the makers of the Sherman anti-trust statute that mere negotiation or the mere abstention from work should be reckoned as an interference with commerce between the states. Indeed, since slavery and involuntary servitude have been abolished by the all-potent voice of the people, speaking through constitutional amendment, it is difficult to say how any enactment can be framed having for its design the punishment of abstention from labor without rendering such enactment absolutely obnoxious to both the spirit and the letter of the Federal constitution.

Workers' Right to Strike. "A strike is the cessation of labor. Cessation from labor is the absolute privilege of the individual. A "boycott," so-called, is the abstention from the purchase of commodities. It is pure negation; not compulsion. It does not interfere with the crossing of state lines by any commodity and does not have any tendency to create a monopoly in commodities.

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SCORES SHARKS WHO LURE JOBLESS MEN

Efforts to Decoy Idle Men to West Sharply Criticized by Labor Expert. OVER SUPPLY OF MEN WILL REDUCE WAGES

Information Should Be Definite As to Conditions, Wages and Number of Men Needed. MILWAUKEE, Wis., June 12.—William M. Lelserson, superintendent of the Wisconsin Free Employment Bureau and chief investigator of the United States commission on industrial relations, denounces the labor bureaus of Kansas and Oklahoma for sending out plans for a wholesale influx of farm hands in those states.

The denunciation is contained in a letter sent to T. V. Powderly, formerly head of the Knights of Labor, now chief of the division of information of the bureau of immigration and naturalization of the department of labor in Washington. The national government has been appealed to in the effort to flood the states of Kansas and Oklahoma with idle labor.

Report Is Harmful. Lelserson says: "It seems to me that the kind of information that is given in press bulletins which say that from 12,000 to 15,000 men are wanted in a state is likely to do more harm than good. I have a bulletin also from the Kansas bureau of labor which says they will want over 42,000 extra farm hands in their state.

"This kind of publicity often leads men who are utterly unfitted for the work to flock to these states and when they get there they are in trouble. "Aside from that, the men quite often get to the large cities in these states before the harvesting season has begun and these cities become overcrowded with unemployed, with the result that there is not only a lot of distress, but also that wages are cut down.

"The information that we need about the labor market is the definite kind that tells the man exactly where a job is, what it will pay, how long it will last and when he can begin work. It does not help a person very much to tell him that in the state of Oklahoma or in Kansas thousands of men are wanted.

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CITY OWNED STREET RAILWAY WOULD KEEP MONEY AT HOME

How would you like to save for the people \$200,000 a year that is now being paid to Canadian and New York holders of Duluth Street Railway company stock and bonds in excess of what would be paid if the street railway system was owned by the people of Duluth?

For the past two weeks The Labor World has printed two corking good stories about the method of organization of the Duluth Street Railway company. We have shown that the company is watered far beyond reason, and the people who ride on street cars are paying interest and dividends on stocks and bonds that they would not be obliged to pay if the people owned the plant.

Appraisers for the county of St. Louis have figured the value of the system and equipment in Duluth as worth \$1,691,387. To be decent with the owners the city could afford to pay \$2,000,000 for the system. This would be giving them \$310,000 for good will on its value, just to get the private company out of the way.

If the city owned the system there would be no dividends to pay, save in service and possibly reduce fares after we shall have operated it for a while. We would at least be safe in selling six-rides-for-a-quarter tickets at the outset. A little later this could be reduced to eight-rides-for-a-quarter. Such a reduction

would effect a saving of at least \$20 a year to every Duluth home. Is it not worth while to consider with care a proposition that will bring about such a reduction in the cost of living in Duluth? The municipal ownership of the street railway system will do it.

Last year the company for its Duluth service gathered in \$956,082.45 in nickels. It paid out \$550,402.45 for operating expenses and maintenance. The bond holders were paid \$131,582.14, while the stockholders pulled down \$142,973.40. The company paid into a depreciation fund \$59,159.60, spent \$50,536.18 for taxes and had left \$25,594.16, with which it redeemed a bond issue of \$21,000.

Now suppose the city owned the plant and we paid \$2,000,000 for it, which is \$310,000 more than its present worth, the annual interest charge would not be more than \$100,000. The operating expenses and maintenance would not exceed \$600,000, and we would have left exactly \$256,082.45. This would be a pretty good sum to save for the people of this city every year.

The operating expenses under city ownership would naturally be increased, for the city at the outset would reduce the working hours and increase the wages of street railway employees. After this is done there would still be a comfortable sum left to warrant

the city officials in beginning a gradual reduction in fares. A blind man can see the folly of the private ownership of public service utilities at this late day. We rather like the philosophy of "Life" on the subject. In its characteristic way it drives a truth home in telling fashion, and ridicules the citizens who oppose public ownership. It says:

"A citizen is an intelligent individual who has surrendered his individual intelligence, and become a collective chump. If the average man were as foolish in his private affairs as he is in his affairs as a citizen he would go bankrupt in a rush.

"Car fare is something you hand indirectly to a group of gentlemen to manipulate the stock of a company that is paying on the installment plan for the car which you buy the privilege of entering.

"The process is simple. First, as a citizen, you vote to elect to office a man who votes to sell the car-fare privilege to others, who, in turn, votes to water the stock for the benefit of certain insiders. Second, as a passenger, you pay twice as much as the service is worth, to provide enough money to pay interest on the stocks and bonds watered beyond the labor spent on the road. Third, you stand up while doing it.

"It's a game of uplift: A put-up, a stand-up and hold-up."

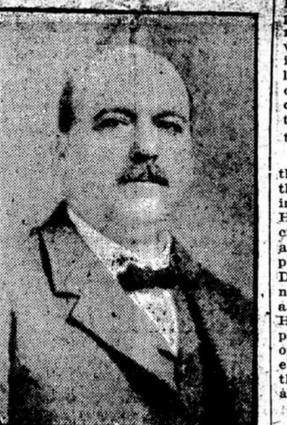
MINNESOTA DEMOCRATS SHOULD NAME HAMMOND

Next Tuesday will be primary election day. While the Republican party is the big political organization in Minnesota, and the main fights are conducted therein, the Democratic party is not without interest in Tuesday's contest.

There are two candidates for the Democratic nomination for governor, Daniel W. Lawler of St. Paul and Congressman W. S. Hammond of St. James. Mr. Lawler is well known to the people of the state. He is a strong vote getter up to a certain point, but it is believed Mr. Hammond will be the stronger man at the November election.

He is a progressive Democrat and has stood shoulder to shoulder with the Wilson men in congress. His candidacy in Minnesota is being supported by all Wilson Democrats. Mr. Hammond is an able man, and is by all means the best equipped man in the state to become the standard bearer of the party at the coming election.

Winfield Scott Hammond was born



W. S. HAMMOND.

own selection as the leader of the Democratic party in the coming campaign. That duty devolves upon the members of the conference, which is voted him to become a candidate, and, indeed, upon all Democrats who believe him to be the most available candidate, and the man above all others best equipped to lead the party to victory at the November election.

Mr. Hammond is a candidate at the request of the representatives of the Democratic party. He is not seeking the office; the office sought him. He has always been a staunch Democrat of the sanely progressive order, and has an unbroken record of supporting Democratic principles and Democratic candidates. He is a magnetic leader, an eloquent orator, and a man of unblemished reputation. Mr. Hammond is such a man and will prove such a candidate. He is the only man whom the Democrats can elect, and if nominated his victory at the polls in November is practically assured.

W. J. BURNS, COWARD, MOBBED IN GEORGIA

"Honest Sleuth" Rotten-Egged by Irate Citizens of Marietta. Home of Murdered Girl. BRIBE BY BURNS MAY LEAD TO INDICTMENT

Grand Jury to Investigate—Will Indict Detective If he Comes Back. This is the story of how William J. Burns, America's most detested faker and most thoroughly discredited detective, was rotten-egged and run out of Marietta, Georgia.

Burns had made himself generally obnoxious on account of his disreputable tactics in the Mary Phagan murder case. He had come into the trial at the last moment in an effort to save the neck of Leo M. Frank, who had been convicted of that atrocious crime, who had been twice sentenced to death and whose sentence had been affirmed by the state supreme court.

Burns had interposed himself with columns of sensational newspaper yarns in which he had declared that he himself could point out the murderer. Mobbing of Burns at Marietta. He secured the delay, for the time being, saving his man. Then Burns himself went to work on the case gathering "evidence."

The New York Telegraph makes the following report of Burns' experience at Marietta: "Affidavit after affidavit that had been procured for the defense was repudiated, and sentiment reached such a stage that Burns himself was egged in the streets of Marietta and had to make a quick escape from the town to avoid worse treatment.

Burns went to Marietta to look after some other evidence that had been reported to him. His machine broke down and he stopped in front of a garage for repairs. Face Slapped, Burns Runs Like a Coward. "He was recognized by R. E. L. Howell, who began to ply Burns with questions about affidavits that had been charged as being false. In the words that followed Howell slapped Burns on both sides of his face.

"A crowd gathered and Burns took to his heels, seeking refuge in a local hotel. The crowd followed and dared him to come out. Finally, Burns' speeches were made to the crowd by former Judge N. A. Morris and T. M. Brumby, Jr. Burns was allowed to get away from the hotel on condition that he should leave the county at once. The condition was met by Burns with every evidence of gratification and speed.

Burns' efforts for Frank have merely delayed the case. The convicted man stands just where he did before the "detective" came on the scene. Indictment for Being Freacher. But Burns himself is not out of the woods. Dan S. Lehon, superintendent of the Southern Division of the Burns Detective Agency, has been detained under \$1,000 bonds to appear

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MINNESOTA HISTORICAL SOCIETY TWO CENTS. CHALLENGE—COLORADO MINERS EAGER FOR DEBATE

Leader of Mine Workers Declares State Guard Officials Try to Mislead Public. CHALLENGE ISSUED TO ADJUTANT CHASE

People Should Have the Facts Is Belief of John R. Lawson of United Mine Workers. John R. Lawson, national board member of the United Mine Workers of America, has challenged Adjutant General John Chase, eye doctor and tin soldier, to a joint discussion of the Colorado coal strike, its causes, acts of Governor Ammons and the special session of the legislature, at a public meeting to be held in the auditorium, date to be as early as will suit the general's convenience. Chase and his officers have been traveling about the state making addresses in defense of the militia, and Lawson questions the truth of what is being told the people by these discredited officials. Here is the letter sent to the adjutant general's office in the state house Wednesday:

Lawson's Challenge to Chase. John Chase, Adjutant General Colorado National Guard, Denver, Colo. Sir—The public press makes known the fact that you and your officers are touring the state, and that your former judge advocate, Major E. J. Boughton, is visiting the east defending the actions of the Colorado National Guard during its service as a police power in the coal strike, and especially its actions at Ludlow, when 19 men, women and children were murdered and cremated.

To any controversy that calls for explanation from either factor there must be two sides. It is not within the bounds of possibility that one side in arguing its own cause can be expected to give that measure of justice to which the absent factor is entitled.

We admit your right to defend the militia which was under your command and any of your own actions or orders. We reserve the same privilege for ourselves. The Colorado press has printed many conflicting stories as to how Colorado militia have robbed and plundered and destroyed homes, have abused and outraged women and young girls, have ridden down and maimed mothers with babes in their arms, have denied men and women their constitutional rights, held them incommunicado and subjected them to the notorious third degree, and committed other outrages which led up to the massacre of 19 men, women and children at Ludlow, April 20.

The coal strike and its consequent horrors have cost the taxpayers of the state several million dollars. People Should Have the Facts. We believe that it is no more than right that you and your officers be presented to them in such a manner that they could decide for themselves the truth of the situation. As long as the militia tells its story,

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SEAMAN EXPOSES "SAFETY-AT-SEA" SHAMS

(By Andrew Furuseth, President International Seamen's Union of America.) How many more dead bodies must be floating around before the shipowners and their defenders shall be compelled to quit misleading the public and the legislative branches of the different governments with reference to safety of life at sea?

The Slocum was burned with about 1,000 persons lost. Men with no axes to grind, serving on the coroner's jury, said that the cause was an inefficient and insufficient crew. The public and our congress was led on from the fact and were temporarily satisfied with life preservers.

The Valencia, with about 140 people, was lost, and one of the commissioners appointed by President Roosevelt urged the passage of laws that would compel vessels to carry more real seamen. Nothing was done. When The Norge was Lost. The Norge was lost with 750 people. Investigations were held and recommendations made, to be sidetracked and forgotten through the influence of the shipowners, except that a large improvement was made in life-saving appliances, which Norway, under the influence of foreign governments, afterwards had to reduce.

The Titanic was lost with 1,517 people after the public had been inveigled into believing that she was unsinkable. She did not have boats enough to take care of more than one-third of the people on board, and the crew she had was so inefficient that they could only take care of two-thirds of the number of people which the boats could have saved.

The shipowners then put on more boats as an advertisement, and the pressure of public opinion in England compelled the adoption of a law that provided boats for all on ocean vessels. But no more nor any better men were furnished. The result up to the present, as far

as this country is concerned, was a slight increase in the number of boats to be carried, and to offset that a permission to carry more than double the ordinary number of passengers, if the vessel kept within five miles off shore.

The Volturra was burned, 136 people lost. She had boats for all, but she did not have the men to manage the boats. That lifeboats could be managed at that time was positively proven by the fact that in the night the Russian steamship Carak, with one boat, the same crew working all the time, and in the dark, saved more persons than any other steamer that was present there.

When the Monroes was sunk in collision with the Nantucket, and any honest analysis of the testimony taken proves beyond doubt that the loss of life resulted from the undermanning of the vessel and an organization of her crew that takes no account of danger to human life and is based solely upon getting the vessel from port to port with the smallest possible crew.

Empress of Ireland. Now the Empress of Ireland gets in collision with a freight steamer in the St. Lawrence river, two or three miles off shore. She sinks in less than 20 minutes and about 1,000 people are killed or drowned.

In the morning papers, Senator Burton is quoted as intimating that if the London Convention on Safety of Life at Sea had been adopted, the construction provisions of that convention would have prevented the disaster. Senator Lewis is quoted as saying that the Empress of Ireland would not have been permitted to leave port if the convention had been in force. Congressman Alexander, chairman of the Committee on Merchant Marine and Fisheries, tells of the construction provisions made by the London convention, and intimates that through its recommendations vessels are to be made more nearly unsinkable than at present. The Empress of Ireland was built

in 1906, she had all modern improvements, and in the construction of bottom and watertight bulkheads she comes up to the provisions made by the London convention.

The official figures of the deck crew of the sister ship of the ill-fated Empress of Ireland, the Empress of Britain, are available. Out of total 48 in the deck crew, exclusive of the fire officers, only 29 are able seamen. That means ten able seamen on each watch, two of whom are quartermasters doing duty at the wheel and on the bridge, two on the lookout, thus leaving only six able seamen for emergency deck duties. And the vessel has five passenger decks. That's where the trouble is. The London conference did not provide a larger crew, nor did it provide a more efficient crew. It makes no change in the deck crews whatever. It simply gives legal endorsement to the selection of some men from the stewards' department and the engineers' department to be "certified" as capable of handling life boats. And that is just what is being done now, under another name.

Answers Senator Burton. The Empress of Ireland had as many boats as the London convention provides; she had as good a crew as that convention provides; indeed, a better crew, because her crew could understand the language of the officers, whereas the London convention would permit her to carry a crew that could not, and provides that orders may be transmitted through interpreters.

There was nothing about the Empress of Ireland that could have justified her being held up and refused a clearance if the convention had been in force. The great loss of life attending the sinking of this vessel proves that the London convention does not improve safety of life at sea. There must be better manning of these ships, both as to skill and number of deck crew, and that the convention does not provide for.

in Westboro, Worcester county, Massachusetts, November 17, 1863. He was graduated at Dartmouth college in 1884, coming to Minnesota immediately thereafter and locating in Mankato.

He was superintendent of the public schools of Madelia, Minn., from 1887 to 1890, and was admitted to the bar in 1891. He was the Democratic candidate for congress in the Second Minnesota District in 1892, in which campaign Mr. Hammond met his first and only defeat in politics. Thereafter he was elected county attorney of Watonwan county at three successive elections, by large majorities over his Republican opponents.

His private practice engaged so much of his time that he resigned his office toward the close of his third term. He was appointed a member of the State Board of Normal School Directors by Governor Lind in 1898, and served the state in that capacity for eight years.

He was a delegate from Watonwan county to the state convention in 1904 and made the nominating speech in favor of John A. Johnson for governor. In 1906 Mr. Hammond was nominated by the Democrats of the Second District as their candidate for congress, in which campaign he defeated James T. McCleary by approximately two thousand majority. He has been re-elected in that overwhelmingly Republican district in each subsequent election, and is now serving his fourth term in congress. He is acknowledged to be one of its most influential members and is now serving upon the Committee of Ways and Means of that body.

Mr. Hammond is a man who takes his obligations to his constituents seriously. He was elected by the people of the Second District to serve them in congress, and he feels that at this time, when great questions confront the national administration and the people of the country, his place is in Washington performing the duties to which he was elected, consequently he will not appear before the voters of the state to champion his

The Colorado coal barons are out with a neat little idea. Have you heard of it? No? Then here it is: This fall they will conduct a campaign for supremacy at the state house under the appropriated banner of "Law and Order."

Now, that really is a good scheme, just as the Colorado coal baron is really a good schemer. In fact, the plan is worthy of cleaner hands than the coal baron can show. No one will doubt that the coal digging corporations of this state are sadly in need of controlling the legislature and the state offices. With the exception of one or two places, they have certainly been in the governmental saddle for the past two years, and they know that if they continue their assaults on Colorado workingmen and the latter's rights they must likewise continue their regime on Capitol Hill, Denver.

"Law and Order" Wherefore, in casting about for a campaign slogan—one that stands a chance of snaring the unwary—the coal baron hits on the high-sounding cry, "Law and Order."

But, the exigencies of the coal baron's case aside, it is hard to refrain from admiring his monumental gall, colossal egotism and abundant but absurd political chicanery. The desire for genuine law and order is as far from the coal baron's heart as his soul is from the pearly gates. He wants no law but the law of loot, the law of injustice, the law of outrage, the law of mine-mule-above-mine-man.

He seeks no order except that to defraud, to impoverish, to hold in bondage, to stultify, to abuse and rob. Ah, yes; occasionally he seeks an order from a governor tool calling out the state's militia to do his bidding, wink at the statutes and connive at ordinance breaking. This may explain why, needing the governor on his side, the coal baron has embarked on his ridiculous law and order campaign. Now, it would be laughable, if it

were not so damnable—this crusade of these men, who obey no laws, for a reign of their so-called law and order. Suppose, good people, that all the righteous laws had been enforced during the last few years. Where would the operator be?

He would have had to close his company stores; establish a system of more frequent paydays which would keep his employes out of the shylock's clutches; put in and maintain humane safety appliances in his mines; refrain from importing strike breakers; cease to arm thugs and bullies as necessary guards at his properties to intimidate honest workingmen; give his employes the right to organize; stop buying and bribing legislators; office holders and lobbyists; raise the man above the animal in his mines; and, last, but not to him by no means least, pay his just share of the public taxes.

Not a Law-Supporter None of these things have been to the liking of the coal baron; and so in the past he has not been a lousy supporter of the law and order he now cries for. Had he been an earnest disciple of his present creed he would not have ordered his hirelings to shoot down men, women and children, to burn the lowly homes of workers who were struggling for their rights, to orphan infants, scatter families and lay waste the state's fairest counties.

Had he been an upright supporter of the things he now speciously cries for there would not even have been a strike in the first place, for the very law and order he demands should give to the striking miners everything they ask. The coal baron knows very well that he cannot go before the people in his true garb. He cannot appear before the voters with the smoke of burned Ludlow clinging in his garments, with the blood of innocent babes on his hands and his face distorted by the passions out of which have come disaster, death, starvation and disease.

Now, it would be laughable, if it

This wolf must put on the clothing of the sheep. He must distract minds from the real issue, submerge his evil identity, work for converts among the unsuspecting, play hypocrite, whine and lie and beg and plead—not as the repudiated, convicted, condemned coal baron, but as the pure and spotless, the righteous pleader for a law and order which he would overthrow tomorrow if he had it in his power.

People are not to be misled by such trickery, such cheap political legerdemain, such humorous attempt at disguising the black into the white. There may have been a disreputable campaign orator with raucous voice and extensive vocabulary swayed the people as he would. Nowadays voters do not get their politics from the stump speaker who might be bought with corporation gold. They take their ideas from the newspapers, from the news of the country and the world, from the actual conditions at hand, and never from campaigners who seek to lead astray and becloud and muddle.

Kept Press—No Power The operator has a few papers that will sing his praises and shout his slogan, no matter what it may be. But these papers are known to the people. They are recognized as the kept papers of the state, as the drabs of journalism, the typographical disgraces and reproaches of an honest craft. These sheets will have no weight with the people, who will vote intelligently and who are not likely to fall victim to the political seduction planned by the local baron.

John D. Rockefeller, notorious tax dodger, knows how to gutter, open flouter of the people, corporation trickster, grabber of the other man's dollars, stiver of babes, trampler on human rights. This man, a shouter for law and order, who has been in the name of all that's absurd, ridiculous, unparagonable, and foolish, what party—United Free Press.