

Labor is a necessity to Human existence; being such it is obvious that under natural conditions it should be a pleasure, not a penance.

THE LABOR WORLD

FOR SOCIAL JUSTICE, ECONOMIC REFORM AND POLITICAL PROGRESS.

The trade union is a standing challenge to that miserable old cynicism, "Every man for himself, and the devil take the hindmost."

MINNESOTA HISTORICAL SOCIETY. TWO CENTS.

VOL. 22. No. 41.

DULUTH AND SUPERIOR, MAY 22, 1915.

MISNAMED "OPEN SHOP" A FAILURE

"Not Proud of Use Made of Open Shop" Says Counsel for National Erectors.

DARROW POINTS OUT ABUSES OF COURT LAW

Leaders Kidnapped and Sent to Jail Regardless of Evidence Introduced.

WASHINGTON, May 21.—Walter Drew, chief counsel for the National Erectors' association and representative of open-shop employers, Monday charged before the industrial relations commission that combinations between employers and labor unions based on the "closed shop" power of the unions, had practically barred the building industry in New York, Chicago and other large cities to outside contractors.

False Charge.
"This is the final evil of the closed shop," he said. "It leads to combinations of employers and union labor to swindle the public. With the power of the closed shop behind them labor unions can combine with employers against other employers."
Commissioner O'Connell questioned Mr. Drew as to open shop conditions in Los Angeles, Cal., where, he said, union men were not allowed to work.

Open Shop a Failure.
"We are not all proud of the use of the open shop made in Los Angeles," said Mr. Drew. "The very abuses we complain of in the closed shop we find similar abuses in the open shop in Los Angeles. None of us, being human, can stand power without responsibility."
Mr. Drew said he favored the organization of labor and recognized labor's right to bargain collectively. He said conditions would improve if labor would pay "more attention to the plowshare and less to the sword."

Darrow Discusses Trials.
Clarence S. Darrow discussed the Debs, McNamara and Moyer-Pettibone-Haywood trials, in which he was counsel for the defendants. He said Debs had been sent to jail for violating an injunction against strike violence, after it had been proved that he had specifically advised the strikers to avoid violence.
In the McNamara and Moyer-Haywood cases, he stated the accused men were "kidnaped" without legal extradition and deprived of their right to trial in their home locality.

Personal Injury Cases. Mr. Darrow said, had further aroused feeling among laboring men against the courts. He added that the common law doctrines of "assumed risk of employment" and "fellow servant responsibility" were anticipated and out of touch with modern conditions, and while statutes were superseding the common law in some states, the remedies were generally inadequate.

DISCHARGED CAR MEN WILL OPERATE JITNEYS

SAN FRANCISCO, May 21.—Because the United Railroads refuse to reinstate members of the new Street Car Men's union, these workers will start a jitney bus line in competition with the company, and have asked the central body's support. The car men were discharged because they belonged to the union.

IMMIGRATION FIGURES

WASHINGTON, May 21.—Immigration for March, issued by the department of labor, show that 3,357 immigrants were admitted.

The largest group came from southern Europe and other Latin countries. Italy maintains her high average with 3,357 for March. Portugal contributes the highest percentage, increasing from 61 in February to 411 in March. There were 1,164 Mexicans admitted in March and 554 in February. Japanese, in March, totaled 658; Turks, 258; Chinese, 139.

There were 533 more skilled immigrants admitted during March than in the previous month, when the number was 2,420. These unskilled include 3,144 laborers and 1,418 "farm laborers," who, despite their alleged knowledge of farm life, remain in the industrial centers. These states, which are industrial, except California, received the following: New York, 4,983; California, 1,579; Massachusetts, 1,303; Pennsylvania, 1,234; Illinois, 1,093.

The "back to the farm" movement evidently does not appeal to the immigrant. These agricultural states received the following during March: South Dakota, 82; Wyoming, 40; Kansas, 35; Oklahoma, 31; Kentucky, 17.

ILLINOIS LABOR OPPOSE INJUNCTION

"Denies Worker Rights of Meanest Criminal," Declare Federation Officials.

SPRINGFIELD, Ill., May 21.—In urging the state legislature to pass the pending anti-injunction bill, intended to regulate the issuance of these court orders, officers of the State Federation of Labor say:

"It may be said that because violence sometimes occurs in strikes, injunctions are necessary to preserve the peace. Just what does that mean? The use of violence is a crime under the law. If a man commits murder, the law provides certain methods of preferring the charge against him, of arresting him, of providing him with counsel, a trial by an impartial jury, and accords him certain rights with which in the interest of justice, it has been found necessary to clothe even the meanest criminal. It is a well recognized fact that to deny these rights to men charged with crime would result in the conviction of the innocent.

But when a working man goes on strike, judges arbitrarily deprive him of the right of trial by jury, assuming to punish him, not for the commission of the crime forbidden, but for contempt of court. The right accorded to the meanest professional criminal is denied to the working men and women on strike.
"When the court arrogates to itself the power to issue injunctions for the purpose of enforcing criminal law, it sets itself above the statutory law, departs from the domain of property rights in which the injunction process has a legitimate place, and invades that of personal rights in a manner for which there can be no excuse, except that the court thereby becomes the sole judge of the law and the fact, and, if the parties enjoined are declared guilty of contempt, the extent of the punishment. All of which is a direct violation of the law."

BREWERY WORKERS IMPORT UNION BEER

Union Made Beer Taken to Washington to Aid Brewery Workers in Fight With Brewers.

For more than two months there has been a strike on in the Washington, D. C., breweries. It was forced on the men because the large brewers hoped to freeze out their smaller competitors by forcing the brewery workers to strike.

In a statement to the press John Sullivan, member of the executive board of the International Brewery Workers' union said:
"If the Washington brewers beat us, they'll know they're been through a fight before we get done with them."
When the strike started the brewery workers went to the saloons which were friendly to labor and which had a large patronage of labor sympathizers and asked them to buy only union beer. Since all Washington beer was scab except one or two minor concerns, it was necessary to supply the stuff from out of town. This the brewery workers could do, for they had their own factory in Cincinnati to fall back on.

The Washington brewers were astounded. They appealed to the department of justice with the plea that the strikers were operating both under the forbidden boycott law and were engaged in activities in restraint of trade.

Labor union men in congress blocked this move, and so the Cincinnati beer continues to flow unmolested from the spigots of 151 saloons in the Capital city.

Just how far the brewing interests are going to go remains to be seen. If the Washington brewers have the backing of their international association it is only the beginning of a nation-wide attack on the International Brewery Workers' union, which is one of the most powerful labor organizations in this country.

With their own union beer factory in Cincinnati to fall back on, the Cincinnati stuff is shipped north, east, south and west to block any attempt to shut off the supply of beer in the saloons of union sympathizers.

But then the brewery workers are organized industrially. Their union includes brewers, bottlers, drivers and helpers, engineers, firemen, machinists and all other crafts engaged in making beer and distributing it. No wonder it is well nigh invincible.

RAILROADS' NET GAIN HIGHER THAN LAST YEAR

WASHINGTON, May 21.—Net revenues per mile on 49,727 miles of Eastern railroads for March amounted to \$474 as against \$425 in March, 1914, according to a statement made by the interstate commerce commission.
Railway operating revenues amounted to \$90,212,176 in March, 1915 as compared with \$95,975,347 in March, 1914; railway operating expenses, \$66,643,157, as compared with \$74,879,730; net revenue from railway operations, \$23,569,019, as compared with \$21,095,617; revenue per mile, \$1,814, as compared with \$1,935; expenses per mile, \$1,340, as compared with \$1,510; net revenue per mile, \$474, as compared with \$425.

SMALLWOOD ASKS FOR BACK SALARY

Municipal Judge Enters Claim for Period of April 13 to May 3.

CITY ATTORNEY GREEN GIVES FAVORABLE OPINION

Windom May Face Suit to Recover Salary Paid to Him by City of Duluth.

Judge W. H. Smallwood has filed a claim with the city clerk for salary between April 13 and May 3, the period during which he was deprived of the office of municipal judge through court proceedings of W. H. Windom who was defeated by Smallwood at the last election.

Judge Smallwood was elected on a plurality of second choice ballots over Windom and took the oath of office on April 13 after the council had declared him elected.

Mandamus proceedings were brought by Mr. Windom to compel the council to declare him elected because of his plurality of first choice votes, on the ground that the charter provisions relating to the ballot did not apply to the municipal judge. The district court by a vote of 2-to-1 ruled against Windom May first and Judge Smallwood assumed his office May 3.

"I respectfully submit to your honorable body if I am entitled to salary beginning on the date my oath of office was filed," says Judge Smallwood in his claim. "I did not assume the duties of office on filing because Judge Cant requested me, through my attorney, to refrain from attempting to exercise the functions proceeding decision by the court on proceedings brought by Judge Windom."

City Attorney Greene last Monday in an official opinion to the council held Judge Smallwood entitled to salary claimed on the ground that the council declared his election in the official canvass April 12, and that he took the oath of office the following day, and that his election has been upheld in a decision of the district court.

It has been stated that Commissioner Young start proceedings against W. L. Windom to recover salary paid to him for the period claimed by Judge Smallwood.

CARPENTERS ARE ACTIVE WILL SETTLE STRIKES

INDIANAPOLIS, Ind., May 21.—Secretary Duffy of the Brotherhood of Carpenters reports: Carpenters in Richmond, Ind., have obtained a five-cent increase in wages per hour after a strike that lasted less than a week. The minimum rate is now 40 cents per hour.
Strikes are in progress at Lancaster, Pa.; Parkersburg, W. Va.; Greensburg, Pa.; Franklin, Pa.; Clinton, Iowa, and Augusta, Ga. All of these are in a fair way toward settlement, and only a small number of men are involved in each case. Augusta carpenters are out in support of an agreement entered into by the employers last year.
The following local unions were organized during the month of April: Tampa, Fla.; Olton, Okla.; Whitehall, N. Y.; Hope, Ark.; Gardner, Mass. (reed and rattan workers); Harts-horne, Okla.; Rhineland, Ind.; Sumner, Wash.; Bloomington, Wis.; and Bamberg, S. C.

DROP INDICTMENTS AGAINST LABOR MEN

C. H. Moyer and 37 Others Will Not Be Prosecuted for Alleged Copper Strike Conspiracy.

CALUMET, Mich., May 21.—The conspiracy indictment found against President C. H. Moyer and 18 other officials of the Western Federation of Miners, by the Houghton county grand jury a year ago, as a result of charges of violence brought against them by corporation sympathizers and union haters have been dropped by Judge P. H. O'Brien in the Barraga county circuit court at Lanes, on motion of Prosecutor W. J. Galbraith of Houghton county.

The indictment, which was so worded as to charge a misdemeanor was returned Jan. 15, 1914, and contained three counts. The first and second counts alleged that President Moyer and 27 other officials and members of the union had conspired to prevent employees of mining companies affected by the strike, from pursuing their lawful vocations. The third count alleged that the conspiracy extended to an attempt to deprive the laborers generally of their property rights.

Among the 28 men indicted were C. E. Ma'oney, vice president of the Western Federation of Miners, and Guy Miller, J. C. Lowney, W. P. Davidson and Yanko Terach, members of the council of the union. The other defendants were officers and members of the four locals into which the federation's Michigan organization was divided.
The case was early transferred from Houghton county in which the indictment was returned, to Barraga county on the plea of the union's attorneys that the citizens of the mining country were prejudiced against the organization which conducted the strike. It was set for trial at the May 1914 term of court, but postponed at the request of the prosecution. Meanwhile, the strike had ended. The decision to drop the prosecution was said to have been one of the first decisions of the new county administration elected last autumn.

BLACKJACK BREAKS; LEATHER CLUB STUNS

WASHINGTON, May 21.—Eventually when workers employed by the Pennsylvania railroad go on strike they will be driven back to work by these companies police, armed with cream puffs and toy balloons.

This is the impression J. C. Harper, superintendent of the Pennsylvania railroad police department, would create in his testimony before the industrial relations commission.
Policeman Harper assured the commission that:
"We equip our men with leather clubs. We object to the use of the blackjack. The blackjack puts a hole in the head, whereas the leather club does not do any real harm. It merely stuns you."

LONDON TRAMWAY WORKERS STRIKE

Thousands Walk Out Demanding Extra Pay For Special War Service.

LONDON, May 21.—Several thousand employees of the London tramway lines went on strike last Saturday, demanding extra pay for special service since the beginning of the war. Though the strike is not yet general the service has been greatly crippled and some lines were suspended entirely.

Thousands of persons outside the zone of the underground railways were compelled to walk to work. Leaders of the strikers announced that they expected bus men to join them.
The authorities have called a conference of strike leaders and representatives of the company.
Early Saturday afternoon it was estimated that 6,000 employees were on strike.

PRESIDENT DEFINES HIS LIQUOR VIEWS

Wilson's Letter Clarifies Previous Communications Dealing With Subject of Prohibition.

ENDORSES LOCAL OPTION, OPPOSES STATE PROHIBITION

Leaves Impression That Prohibition May Under Circumstances, Be Necessary.

LOUISVILLE, May 21.—A letter from President Wilson has been made public here reaffirming his position on the liquor question and clarifying two previous letters on the same subject. Known as the Shannon and Grogan letters, they were written when Wilson was governor of New Jersey. The Shannon letter favored local option as a means of settling liquor issues. It stated if they were injected into state or national politics they brought disruption and rendered constructive legislation impossible. The Grogan letter has been construed in Kentucky to mean the writer favored state-wide prohibition.

In view of the widely divergent interpretations placed upon the two letters, W. B. Haldeman, editor of the Louisville Times, wrote the President asking for "a statement of present date from you as to your general attitude toward the questions presented by these letters."

President Explains.
"I have your letter of May 5," the President's latest says. "and must apologize for not having replied to it sooner. I am sure that you will understand the pressure of circumstances I have been under. The reply to your letter is very simple. My so-called Shannon letter precisely defines my position on the liquor issue, not only as it was when I wrote the letter, but as it is now, and as it is intended to be, and as it is consistent with it. What I intended to say to Mr. Grogan, and I think I said it with sufficient clearness, was that, while the position I had taken in the Shannon letter expressed my fixed convictions, I was not self-confident or self-opinionated enough to say what the proper course of action was, either in Texas or in any other state where it was not personally in touch with the conditions obtaining. I felt that it would be arrogant on my part to state that there were, in my opinion, no circumstances which justified an agitation for state-wide prohibition."
"I am sure that you yourself felt that there was no inconsistency between the two letters and I am sincerely obliged to you for having offered me the opportunity to make this very explicit."

ST. PAUL MAY BRING CONVICT LABOR TO END

ST. PAUL, Minn., May 21.—The long agitation against convict labor in the city prison broom making plant is bearing fruit. Commissioner Goss has assured a delegation of unionists he opposes the plan, and if he is supported by the city council it will be discontinued. Nothing definite can be done until the first of the year when council will compile a new budget. In the meantime, agitation will be continued.

NOTICE TO DULUTH BUSINESS MEN.

Solicitors representing themselves as representatives of The Labor World or labor organizations must have credentials in their possession authorizing them to accept any advertising.

The Labor World has no connection with the so-called Musical Directory that is being put out and the proposition has not the official endorsement of labor unions.

Business men who advertise in the directory should do so with the understanding that it is a business proposition with which The Labor World has no connection and the labor unions are not a part.

Mr. Wm. Tunell, business manager and Mr. P. S. DeMarais and those in the direct employ of The Labor World are the only authorized solicitors of this paper. All others who may represent themselves as such should show their credentials.

The object of this notice is to disavow the assumption of several business men that the Musical Directory card is part of The Labor World advertising.

SHALL THE GOVERNMENT OWN THE RAILROADS?

SOME LESSONS FROM EUROPE

II. Public Service or Private Profits---

By DR. FREDERIC C. HOWE

SERVICE is the predominant motive in the administration of the state owned railways. Profits are a minor consideration. This is the declared official policy of Germany, Belgium, Switzerland, Italy and Austria-Hungary.

"German railroads," it is said by an English authority, "have largely contributed to the prosperity of German industry; the British railways have largely contributed to the decay of British industries. In Germany trade policy is made by the trade; in Great Britain it is made by the railroads, which without consulting the trade, prescribe its course, stimulating it here and stifling it there."

Fostering Industries.
THERE are no secret rebates or privileges in Germany. But preferences are given on 66 per cent of the freight traffic. This is done for the development of industry and commerce. In order to lure goods to German ports, low rates are made on goods from Hungary or Russia destined for England. The nearest ports of the Westphalia region, the great manufacturing center of Ger-

many, are in Belgium and Holland, and if rates were fixed by distance Hamburg and Bremen would have great difficulty in competing with these ports. To offset this the Prussian railways give exceptionally low rates from this busy manufacturing region to German ports.

Export trade is fostered by lower rates on goods destined abroad than for home consumption. In cotton, machinery and machine parts and toys, the export trade in 10-ton lots is a little more than half the domestic rate for the same distance. If a man finds sand near his village of suitable for the manufacture of glass and wants to start a factory he asks low rates on coal, chemicals, etc., and if the request seems justified this encouragement is given.

The principal underlying these concessions is stated by Elmer Roberts in Scribner's Magazine.
"All the devices (rebates, special rates, etc.) so passionately hated here (United States) are applied there, but with this difference—that while in America these devices are suggested, even necessitated by the war of interests or the will of the individual man-

agers, they are applied in Germany according to principles of equity which take into account industry, trade and agriculture as a national whole, granting exceptions, taking one sort of tariff as privileged, another as normal, upon calculations wide enough to include the interests of the whole people."

Serving Public Needs.
TARIFF rates even for combined rail and steamship routes are so simple that any laymen can understand them. If the shipper is aggrieved he knows that he can always have a sympathetic hearing, while Chambers of Commerce have an official place in the administration.

The railways are operated in close co-operation with the canals and water ways, which the state encourages rather than suppresses as has been the action of the railways in this country.
The freight terminals are models of completeness and facility which great docks and harbors are erected by the cities into which the railways come and ship and tranship freight chinery of the minimum cost and delay.
This is true even of inland towns

like Frankfurt, Dusseldorf, Cologne, Mannheim, Mainz and even the towns upon the canals.
Great industrial districts are laid off with sidings and switches so that new industries can secure favored sites at a low cost equal to those of the biggest trust.

Many of the Rhine cities have harbor frontages, always working in close co-operation with the railways, comparable to those of the largest American seacoast harbors.

There are no passenger stations in the world comparable to those in Germany, with the possible exception of three or four great terminals in this country. Cities of half a million people have stations that would be an ornament to the greatest city, while smaller towns are provided with stations that are a credit to the community.

There are no grade crossings, while the railway approaches in the city are clean, dignified and a part of a well ordered city plan.

Nowhere is there any controversy between the railways and the community. They are located where they will best serve the needs and every effort is made to make them as serv-

icable as possible to trade and commerce.
National Development.
THE same policy is adopted by the other nations. Belgium has developed the most comprehensive transportation system in the world. It consists of steam railways, light railways, canals and steamships operating on the English Channel. Freight rates are very low, while the port of Antwerp is aided in every way in competition with other North sea ports.

In Italy preferential rates are made only when it is obviously for the advantage of the state. For the encouragement of trade, commercial travelers' circular and return tickets are sold. A third class ticket good over all the railways is sold for \$23 a month or \$175 a year. Travel is measured by time rather than by distance. The Italian lines have been vastly improved under nationalization. Immense sums have been spent for building up the equipment and the roads. In five years \$350,000,000 was appropriated for this purpose.

The same change for the better follows. The rolling stock and special provisions for third class passengers were greatly improved as was

the condition of the employees, whose wages have been repeatedly increased. Prior to nationalization it was a complaint that the railroads would make no extensions unless they were assured immediate returns. The state however, considers the needs of the country and the future of a district and makes extensions even where they do not immediately pay. It is said that the mileage of the German lines has grown twice as fast as that of Great Britain.

The Great Change.
BUT the great change that came from government ownership cannot be stated in concrete terms, important though they may be. THE MOST SUBSTANTIAL ADVANTAGE IS THE CLOSE IDENTITY OF THE MEANS OF TRANSPORTATION WITH THE LIFE OF THE STATE. They become its circulatory system adjusted to its needs and development like the streets and the highways.

There is an end of conflict between the government and the managers. Instead the administration endeavors to make the railways serve in just as many ways as possible. They are built into the cities as integral rather

than warring parts; they co-operate with other agencies not only to promote trade and commerce but to increase the way being of the people.

There is no corruption, no sending of lawyers, directors or stockholders to Parliament to control the government. Nor are there any rebates or secret dealings with favored shippers.

Everything is open and above board. It must be, for the Minister of Railways is Cabinet officer and is subject to constant questions in Parliament before which he has to make an annual report covering the financial and other operations of the property entrusted to his care. Moreover there is no conflict between the demands of stockholders for dividends and the demands of the people for service. The railways become what they are declared to be even in the United States, public, not private enterprises, entrusted with the most important of all functions, the control of the very life of the state.

(Are passenger and freight rates higher under state ownership than under private ownership? This question will be discussed by Dr. Howe in the next issue.—Editor's Note.)

REX AND LYRIC THEATERS DO NOT EMPLOY UNION LABOR