



MEMORIAL DAY

MINNESOTA
HISTORICAL
SOCIETY



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 criticism, "Every man for himself, and the devil take the hindmost."

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TWO CENTS.

DETROIT WILL TAKE OVER STREET RAILWAY SYSTEM

Expected to Have Line Under Complete Control by End of Summer.

VOTERS WILL HAVE ONE MORE CHANCE TO DECIDE

Property To Be Paid for Out of Earnings. Easy Payment Plan Agreed On.

DETROIT, May 27.—Complete municipal ownership and operation of the Detroit street railway system before the end of the present summer is in prospect.

After more than a decade of bickering between the city and the Detroit United Railway company, terms for the actual transfer of the property to the city have been practically decided upon and there is every indication that by July the municipality will be in actual control of the system.

Sale of the property to the city will give to Detroit the largest municipality controlled street railway system in the world. Value of the company's property has been variously appraised at from \$18,000,000 to \$35,000,000.

Voters to Act.
At a special election, to be held probably during the latter part of June, voters of the city will be asked to give their final approval to the purchase plan. Three-fifths of the voters must approve the proposition, but, if previous popular decisions of the municipal ownership question may be accepted as a criterion, the vote will be a mere formality.

At previous elections, when the question has been submitted, it has carried by overwhelming majorities—by an eight to one vote at the last election on the question—but each time legal obstacles have been interposed to prevent the actual transfer of the property to the city. These now have been removed, and the June election is expected to be the final step necessary for the taking over the lines by the municipality.

The exact price at which the property will be sold will be determined by six members of the Wayne county (Detroit) circuit court, sitting in chambers.

Under terms of agreement between the city street railway commissioners and the street railway directors, the court may fix any price it deems fair, and both sides must accept its findings, or appeal to a higher court.

In the meantime—if the voters at the June election signify their ap-

proval—the entire system will be controlled and operated by the city. Neither the city nor the railway company, under the provisions of the contract, may withdraw from the agreement in the event that the court's figure is unsatisfactory.

Negotiations between the city and the company reached a climax several weeks ago when the street railway commissioners submitted to the railway stockholders a tentative proposition providing for the transfer of the property to the city at a sale price of "not to exceed \$24,900,000."

In executive session, the stockholders voted to accept the proposition at the price named. The railway commissioners then entered their real bid for the property, offering to assume the entire bonded indebtedness on the city lines—namely \$23,750,000—in return for a clear title to the property, free from mortgage.

Refusing to accept this latest offer, the company made the counter-proposition that the circuit court be permitted to fix the sale price. To this, the railway commissioners agreed.

No Money Down.
Not a single dollar will be paid down by the city for the company's property. The contract will provide that the property be paid for out of the earnings of the system, on long time and easy payments.

The city will not bind itself for any amount nor render itself liable in any way except to operate the system, and, out of the earnings, to keep it in good condition and gradually to pay off the bonded indebtedness.

It is proposed that the city shall assume control of all the lines within the "one fare zone," which includes all lines within the city limits and several divisions extending beyond the limits. Approximately 225 miles of track will be taken over by the city.

All railway employees, including approximately 2,000 motormen and conductors, will be re-employed by the city.

VOCATIONAL SCHOOLS PRAISED BY MAYOR

BOSTON, May 29.—Vocational schools were praised by Mayor Curley at a state conference of these teachers. The city executive said: "Any institution that prepares boys and girls for good citizenship and equips them with all that is needed to increase their earning capacity cannot be too highly recommended. Such institutions lift men and women to a higher plane of living and solve many of the problems that confront the community."

PRESIDENT LINCOLN'S LETTER TO HORACE GREELEY CONCERNING PRINCIPLE AT STAKE IN CIVIL WAR

I have just read yours of the 18th instant, addressed to myself through the "New York Tribune." If there be in it any statements or assumptions of fact which I know to be erroneous, I do not here and now controvert them.

If there be in it any inferences which I may believe to be falsely drawn, I do not here and now argue against them.

If there be perceptible in it an impatient and dictatorial tone, I waive it, in deference to an old friend whose heart I have always supposed to be right.

As to the policy I "seem to be pursuing," as you say, I have not meant to leave any one in doubt. I would save the Union. I would save it the shortest way under the constitution.

The sooner the national authority can be restored, the nearer the Union will be—the Union as it was.

If there be those who would not save the Union unless they could at the same time save slavery, I do not agree with them.

If there be those who would not save the Union unless they could at the same time destroy slavery, I do not agree with them.

My paramount object in this struggle is to save the Union, and not either to save or destroy slavery.

If I could save the Union without freeing any slave, I would do it; if I could save it by freeing all the slaves I would do it; and if I could save it by freeing some and leaving others alone, I would also do that.

What I do about slavery and the colored race, I do because I believe it helps to save the Union; and what I forbear, I forbear because I do not believe it could help save the Union.

I shall do less whenever I shall believe that what I am doing hurts the cause; and I shall do more whenever I shall believe doing more will help the cause.

I shall try to correct errors where shown to be errors, and I shall adopt new views as fast as they shall appear true views.

I have here stated my purpose according to my views of official duty, and I intend no modification of my oft expressed personal wish that all men elsewhere could be free.

CHICAGO WORKERS PLEAD NOT GUILTY

Arraigned With Contractors in U. S. Court on "Trust" Charges.

CHICAGO, May 28.—Thirty-one of the group of 100 labor leaders, building contractors, electrical company officials and firms and corporations, indicted for combining in restraint of trade several weeks ago appeared before Judge Kenesaw Mountain Landis sitting in United States district court here Monday to plead.

Fifteen of the defendants filed demurrers while an equal number pleaded "not guilty." Gustavus Adolphus Edward Kohler, named in the indictment as George A. E. Kohler, asked that the indictment be quashed on the ground that he is not George A. E. Kohler. No action will be taken on the pleas until the demurrers have been acted on.

The balance of the indicted group will enter their pleas before Judge Landis, June 7.

WIN 8 HOUR DAY WITH 10 HOURS PAY

BALTIMORE, May 27.—An eight-hour day with the same pay as received for ten hours with wage increases over a certain standard has been secured by the Crown Cork & Seal Operatives' local union, No. 14,204.

This organization is composed mostly of girls who are employed by the Crown Cork & Seal company. Because there is no national union in this industry the union is affiliated with the American Federation of Labor.

The manner in which the business of this union is conducted, together with the gains it has made, has attracted outsiders, who advise girls in all manner of ways except urge them to organize and help themselves.

A. F. L. Organizer Elchelsberger assisted the girls in negotiating their new wage scale, and this trade unionist says:

"The union was formed about four years ago, the present agreement being the second made with the company. The first agreement amounted, in the aggregate, to about \$2,000 per year increase in wages; the one just obtained amounts to about \$5,000 per annum. So in a little over four years the American Federation of Labor has procured over \$257,000 for these girls. Does women's organization pay? What other set of working girls in Baltimore have the eight-hour day?"

OKLAHOMA NEEDS MEN FOR HARVEST

Men Who Speak English Desired Most By Farmers In Many Instances.

Between 16,000 and 18,000 men will be needed to harvest the grain in Oklahoma starting about June 5, according to information that has been received by Postmaster McEwen from the bureau of immigration, United States department of labor.

The farmers in Oklahoma in most instances prefer men for the harvest who speak the English language according to the communication from Washington.

Those who are unable to speak English should communicate with W. G. Ashton, commissioner of labor, Oklahoma City, to learn whether it will be possible for them to obtain employment.

Men leaving for the Oklahoma harvest field must pay their own expenses. The harvesting will begin June 5 in the southwestern part

BUILDING TRADES STAY AWAY FROM TWIN PORTS

CLEVELAND CHARGES ONE-CENT CAR FARE

On Street Railway Line Which Covers Distance of One Mile.

CLEVELAND, O., May 29.—Jitney bus drivers who have been anticipating a la sub-rosa, rejuvenated business with the opening of the new East Ninth street docks did not reckon with Street Railway Commissioner Witt's strategic resources for blockading his competitors' movements. But Witt fooled 'em by announcing that a penny street car service is to be maintained from Public Square to the pier, with no strings attached.

When the new line is established Cleveland will boast the cheapest street car fare in the world—with the possible exception of Cherylin, Col., where a horse performs the work of a non-union motorman without compensation.

Witt says the line will be in operation about the first of June. He anticipates heavy business from sight-seers, who will obviously forsake the more expensive modes of city travel for the bargain rates afforded on the new line. Witt says the street railway company will not lose money at the reduced rate, despite the fact that the line is 5,280 feet in length.

"The foremost purpose of the penny car line is to eliminate the transfer nuisance," Witt said. "Passengers transferring at the Square to the dock line will not be given transfer slips, but will pay their penny fare in cash."

LABOR LEADERS NAMED TO STATE COMMISSION

ALBANY, N. Y., May 28.—John Mitchell and James M. Lynch were appointed by Gov. Whitman as members of the state industrial commission, which supersedes the workmen's compensation commission and the state labor department. Mitchell was named chairman.

June 8 in the central section and June 12 in the northwestern part of the state.

Wages will range from \$2 to \$3 per day with board, according to the Washington letter.

40 Per Cent Building Trades Mechanics of Superior Reported Idle.

DULUTH CARPENTERS ARE NOT ALL WORKING

Warning Note to Workers in Other Cities Issued By Unions of Both Cities.

Regardless of many "rosy" reports that have been circulated concerning the unemployed situation at the Head of the Lakes those engaged in the building trades are having a hard time making both ends meet according to official notices issued by the Building Trades Council of Superior and the Carpenters' union of Duluth.

It is estimated that 40 per cent of the carpenters, bricklayers and building mechanics of Superior are idle and a slightly greater percentage of the union men in Duluth are seeking employment.

Building operations are by no means normal and at the present time but little work is in sight, although it is predicted that considerable work will be started this coming summer.

Warning is being issued to building trade mechanics to stay away from Duluth and Superior so that the market will not be swamped. It is estimated by Superintendent Scoon of the Wisconsin Free Employment bureau that there are at least 1,000 laborers out of work in Superior and many men are for the first time in their lives begging for something to eat and sleeping at the expense of charitable organizations.

Labor papers in other parts of the Northwest will confer a favor upon the building trades of Duluth and Superior in giving this item the necessary publicity.

IMMIGRATION GREAT DANGER TO U. S. LABOR

SEATTLE, Wash., May 29.—The greatest danger that the labor movement is now called upon to face is unrestricted immigration, said Mrs. Theresa S. McMahon, assistant professor of political science, University of Wisconsin, in a speech before unionists in this city.

She said the tides of immigrants had completely changed the industrial system in this country, and had also crippled the political power of American trade unionists, despite the continued development of the best side of the organized movement.

SHALL THE GOVERNMENT OWN THE RAILROADS?

SOME LESSONS FROM EUROPE

III. Passenger and Freight Rates and Services

By DR. FREDERIC C. HOWE

OPPONENTS of government ownership claim that, whatever the advantages may be, freight rates are higher in Europe than in this country. And comparisons are generally made with Germany in which it is claimed that the freight rates average 14 mills a ton mile while in the United States they are but 7.5 mills per ton mile, and that while the earnings of our railways in 1910 were \$10,940 per mile, if the European rate had been charged they would have been \$14,580 a mile.

Comparisons of this kind must be taken with many reservations and qualifications.

In the first place heavy bulk freight, like coal, iron ore, lumber, building materials, wheat and grain, which make up a large part of the traffic in this country and enjoy low rates, is carried almost exclusively by canals and water ways in Germany because it is cheaper to do so. In addition, transportation is not the only item, for switching charges, terminal costs, demurrage and many other items are added in America some of which do not prevail in Germany.

To properly compare freight rates the same commodities under similar distances and conditions should be taken, and IT IS MY OPINION THAT ON THE SAME KIND OF TRAFFIC THE RATE ON GERMAN RAILWAYS IS AS LOW IF NOT

LOWER THAN IN AMERICA.

"The People Pay the Freight."
THE important question is "What does it cost a people for transportation?" For the people pay the freight in everything that they consume. It enters into the cost of living. And in this respect the statistics are more nearly final although disturbing elements enter here as well. In 1911 the railroads collected \$2,826,917,967 from the American people for transportation. That is \$20.72 for every man, woman and child in the country. It amounts to about \$150 per family or one-third as much as the total wages of a large part of the working population. The German railroads for the same year collected \$821,651,945 or \$12.64 per capita or \$63.20 per family. It is rather difficult to reconcile these facts with the claim that German freight rates are twice what they are in this country.

A fairer comparison is between the private roads in Europe and the public ones. And here the comparison is all in favor of the latter. In practically every country rates were reduced following the nationalization while in most of the countries charges are constantly being adjusted to needs and new demands. Freight rates in England are particularly high and are very complicated.

Where Travel is Cheap.
WHEN we examine passenger fares we are on a surer foundation. And here the

comparison is distinctively in favor of the government lines. The average fare in Germany is .38 cents a mile and in England it is 1.75 cents or nearly twice as much. All European countries have different class coaches and fares to correspond. In Germany the first class fare is 2.5 cents a mile. Second class is 1.8 cents a mile. Third class is 1.1 cents. The third class in Prussia costs but .93 cents a mile. In addition a large number of persons travel fourth class at a very low rate. The very low average cost of passenger travel is seen in the fact that 40 per cent of the passengers travel third class and 45 per cent fourth class while only 11 per cent travel second class and less and one per cent first class. The following are the charges for a trip of 400 miles, single fare, in different countries. In Europe rates are third class, in America in coaches.

Denmark.....	\$2.90 (State)
Germany.....	\$5.56 "
Switzerland.....	\$6.66 "
Belgium.....	\$4.85 "
Great Britain.....	\$8.25 (Private)
United States.....	\$8.00 to \$12 (Private)

Real Public Service.
BUT service, as the primary motive of administration, is not so well indicated by low passenger rates for single and return fares, it is indicated rather by the many methods employed to ENCOURAGE TRAVEL, DISTRIBUTE POPULATION FROM

THE CITIES TO THE COUNTRY SIDE, TO PROMOTE BETTER HOUSING AND IN OTHER WAYS UTILIZE THE RAILWAYS AS A GREAT AGENCY OF CONVENIENCE TO THE PUBLIC.

On holidays and Sundays the trains running out of German cities are packed with families—especially in the third and fourth class compartments—going to the many places of recreation in the country. On these days it seems as though the entire city were out for a holiday.

In Switzerland, Belgium, Italy and Denmark the idea has been carried much further. Season tickets are sold for 5, 15, 30 and 45 days upon which one may travel as long as he likes and on any of the railroads in the country. For a small sum he can travel five miles or 10,000 miles.

The third class fare in Belgium for five days is \$2.60 and for 15 days it is \$4.90. These tickets are used not only for holiday travel but by traveling men.

In Switzerland all of the 3,000 miles of railway as well as all the steamboats are available for use at the following prices on season tickets:

For.....	1st Class	2nd Class	3rd Class
15 days.....	\$17.00	\$12.00	\$7.00
30 days.....	25.00	18.00	13.00
45 days.....	33.00	23.00	17.00

In Italy season tickets are sold for the purpose of bringing the different parts of the country into closer union and for the purpose of encourag-

ing trade. Thus monthly tickets are sold over the whole system for \$25 and yearly tickets for \$175 good in third class compartments.

When it is considered that the great majority of the people travel third class; that no loss of dignity attaches to such travel, it is seen how inconsiderate is the cost of travel in these countries especially under special rates.

Serving the Workers.

BELGIUM has carried the idea much farther. For years the state has been endeavoring to distribute the people out of the towns to the country side. It has sought to relieve housing conditions and at the same time enable the working classes to own their own little places in the country.

To accomplish this the railways are run like street railways and tens of thousands of workmen live 10, 20 and even 40 miles from their work and travel to and from the city daily. Workmen's tickets are available for six days in the week are sold for 30 cents for 12½ miles and for 35 cents for 18½ miles.

As one travels across the country in the evening one sees long trains filled with men coming from great distant cities who disembark in great crowds at the station and go to their little homes, where, in the mornings, evenings and on Sundays they work a little patch of land and increase their wages from this source.

Many other conveniences are provided for the ordinary traveler that

are accorded only by the Pullman service in this country. The through trains have restaurant cars in which one can secure good food at prices suited to his purse. The splendid stations have commodious restaurants attached while the safety of the passenger is guarded in every possible way.

Sleeping car service costs about the same as in this country. The first class compartment trains are very luxurious. The car is divided into compartments with lavatories attached to each. Many of the cars have observation parlors attached while all of the cars, both first and second class are of the compartment kind so that the traveler has very much more privacy than in this country.

The compartment car is in universal use in Europe for all purposes. The compartment will accommodate from six to eight people. About the only difference between the first and second class is in the upholstery and the greater privacy possible in the former.

Making Travel Safe.
ACCIDENTS to passengers are very rare in Europe especially on the continent. Accidents in

England on the private roads are very much higher than elsewhere on the state owned lines.

A passenger's chance of being killed is 18 times as great in the United States as in France and the danger of injury is 40 times greater.

In 1912 the railway death toll in this country was 318 while the injured numbered 16,336. One employee out of every six was either killed or injured, the number of employees killed being 3,235 and injured 50,079. A writer in the Outlook says the railroads in this country have "flagrantly ignored the laws requiring the adoption of safeguards in equipment. In their desire to maintain dividend rates on copiously watered stocks, they have permitted both roadbeds and rolling stock to deteriorate."

The same authority gives the accident statistics of American and European roads in the table below.

(In his next article, Mr. Howe will discuss The Financial Aspect of government ownership of railroads—Editor's Note.)

Country	Passengers Carried	Passengers Killed	Passengers Injured
United States	391,472,425	253	10,311
Great Britain	1,265,080,711	94	3,370
France	491,936,930	8	283
Germany	1,469,987,000	121	547
Belgium	193,069,662	112	359

REX AND LYRIC THEATERS DO NOT EMPLOY UNION LABOR