

# THE LABOR WORLD

FOR SOCIAL JUSTICE, ECONOMIC REFORM AND POLITICAL PROGRESS.

VOL. 22, No. 44.

DULUTH AND SUPERIOR, JUNE 12, 1915.

TWO CENTS.

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

## IGNORANCE REASON FOR UNORGANIZED

No Intelligent Workers Who Refuse to Join Labor Union.

## FEAR OF LOSING JOB IS ANOTHER FACTOR

Pamphlets Issued Show Extent of Missionary Work Among Unorganized Workers.

WASHINGTON, June 11.—When President Gompers was asked by the industrial relations commission last week, if it were not true that organized labor is opposed to those laborers who refuse to organize, he declared:

"There are no such laborers." The unionist presented numerous organizing pamphlets to show the missionary work being done by the organized workers.

**Ignorant Stay Away.** He further stated that workmen, because of ignorance respecting the objects of organized labor, and the beneficial result sought for, remain away from the organizations only so long as that ignorance lasts. Some others refuse to join unions in the hope of currying favor with employers, but the large number are kept away by coercion on the part of employers.

The efforts to organize employees of the United States steel corporation were cited and instances given where men who attended meetings were discharged, and where they suffered the same fate because their wives dared to attend. Thugs and gunmen were employed to prevent the men from organizing; halls and meeting places were rented in advance by the company to prevent the men from holding indoor meetings, and outdoor meetings were prevented by local police authorities. Organizers were assaulted, and the case of Organizer Jeff Pierce, who received injuries that resulted fatally, was detailed at length.

**Contempt Case Cited.** President Gompers told of the efforts made by trade unionists to secure the right of free speech. The courts, he asserted, have attempted to abridge these rights without either warrant of law or the semblance of justice. The case was cited in which he was himself sentenced to jail with John Mitchell and Frank Morrison. Speeches made by him, in which he discussed the principles involved, were used as evidence to prove his violation of a court injunction and to warrant his sentence to jail for contempt of court.

In this case, he said, there was the most open and flagrant effort by the courts to prevent a man from exercising the right of free speech guaranteed him by the constitution.

**PROFITS IN CO-OPERATION.** ROYALTON, Ill., June 11.—The co-operative society of this place, known as the Workmen's Protective association, has issued a report covering the period between December and May. The statement shows that society to be in good shape and that profits during this time amounted to \$1,008.05.

## LOS ANGELES ADOPTS PLATOON SYSTEM

Defeats Initiative Jitney Ordinance.

## Organized Workers

Los Angeles are feeling considerable elation over the results of the city election in that city June 1. Several candidates who have been tried and proved true to labor were elected, and for the first time in the history of the city a woman has been chosen to sit in the council.

"The women of Los Angeles," says The Citizen, "are to be congratulated for having such a worthy representative of the sex placed in the council. She has a splendidly trained intellect, a large knowledge of civic matters, and a supreme degree of practical business sense." The woman chosen is Mrs. Estelle Lawson Lindsey who has gained a wide reputation as a feature writer on the Los Angeles Evening Record.

**Adopt Double Platoon.** The firemen of Los Angeles are also jubilant over the election because of the large majority by which it was adopted. The voters of Los Angeles are to be congratulated for the consideration they have shown by that vote alone, for the men in the employ of the city. The proposal carried by a vote of 64,918 to 21,356.

Among the several propositions up for adoption at the election only one was defeated, that being the regulatory ordinance for the jitney bus. The ordinance, in many respects very stringent, requiring a comparatively heavy bond for operators, was defeated by a vote of 46,002 to 34,599.

## O. R. T. ADOPTS OLD AGE PENSION SYSTEM

ST. LOUIS, June 11.—A superannuation fund for the benefit of old and disabled members was one of the important changes in the laws of the Order of Railroad Telegraphers, by the recent convention in this city. The gathering was one of the longest and most interesting these workers have yet held. The officers reported indicate that affairs are in a very prosperous condition. The next convention will be held in Seattle in 1917. Most of the old officers were re-elected, the following being chosen:

**Officers Elected.** H. B. Perham, president, St. Louis; L. W. Quick, grand secretary and treasurer, St. Louis; W. T. Brown, first vice president, Chicago; T. M. Pearson, second vice president, New York; G. D. Robertson, third vice president, Welland, Ontario; J. J. Dermody, fourth vice president, Cincinnati; E. J. Manion, fifth vice president, San Francisco.

Board of Directors—C. E. Layman, Troutville, Va.; A. O. Sinks, Portland, Ore.; George O. Forbes, Sydney, Nova Scotia; G. E. Soystrer, Chicago; J. F. Miller, Baltimore.

Delegates to American Federation of Labor—H. B. Perham, H. G. Alexander, D. G. Ramsay and J. B. Bode.

## CHICAGO CAR MEN VOTE IN FAVOR OF STRIKE

CHICAGO, June 11.—Two weeks ago by a vote of 8,801 to 367, organized employees of the Chicago street car lines gave their officials power to call a strike in the event that the company refuses to grant increased wages. The present rates range from 21 to 34 cents an hour. The union wants this increased to 25 and 33 cents respectively. The company has rejected the proposal.

The workers also ask that the five-year apprenticeship clause be modified, as this, they declare, is a trick to keep the average wage low. If a man operated a car for years in another city and secured a position here, his experience would not be considered, but he would be paid the minimum wage received by men who never operated a car. If he worked the same length of time for a Chicago company, left its employ and returned, he would receive no credit for former service and would be paid the minimum received by beginners. The car men insist that this apprenticeship plan is not for the purpose of making men competent, but simply to secure cheap labor.

## OHIO LABOR PUTS BRAND ON SOLONS

Republican Party Violates Platform Pledges to Labor.

COLUMBUS, Ohio, June 11.—The following statement was given out for publication last Saturday by the Ohio State Federation of Labor:

"The Executive Board of the Ohio State Federation of Labor, in meeting assembled at Columbus, reviewing the law providing for the nonpartisan election of judges, which had they been successful, would have destroyed the results of many years of effort on the part of organized labor and the reform forces of the state.

"The legislature also passed the Gallagher law, practically repealing the Miners' Gross Weight Law and thereby undid legislation obtained in the interest of the miners of Ohio and which had established justice in the payment of wages for work performed by the miners in the mining of coal.

"In addition to failure to enact legislation beneficial to the workers, the dominant party lost sight of and gave no consideration to the following plank inserted in its platform in response to the request of organized labor:

"We recognize wider claims of the people upon their government for legislation to promote social justice and pledge co-operation in the broader movement for human welfare."

## "LAWSON MUST BE SET FREE"

President Gompers Voices Organized Labor's Demand in Federationist for June.

## HUMAN RIGHTS ARE MOST IMPORTANT

Unionists' Economic Power Forcing New Concepts of Life and Liberty.

WASHINGTON, June 11.—"Lawson Must Be Freed!" declares President Gompers in the leading editorial of American Federationist, June issue. The causes that forced Colorado miners on strike are recorded, as are other recent events in that state.

"This attempt," writes President Gompers, "to hold John R. Lawson responsible in connection with the death of a man of which he had no knowledge, stands in vivid contrast to the studious efforts of John D. Rockefeller, Jr., to establish his complete ignorance of the Colorado strike and hence his complete irresponsibility. John R. Lawson had nothing to gain by the death of John Nimmo, but John D. Rockefeller had profits at stake in the suppression of the Colorado strike.

**Landholders Powerful.** "Holders of property have created a tradition of the paramount importance of property and have exalted and exaggerated the part that property has in production. At the same time they have minimized and detracted from the service that the laborers render. Through their political influence gained by their economic power they have incorporated this misconception into governmental and legal theory. It is against this inequality, this injustice, that the workers are now directing the power of the labor movement.

"Slowly the workers are learning to appreciate their great economic power. As producers they have the world in their grasp. Through their economic power they have been slowly injecting into political and legal thought the conception of the sacredness of human life and the paramount importance of humanity. They are trying to establish a real equality of opportunity in the social and political affairs; they are trying to secure equal governmental protection to all human beings. This is the real revolution the labor movement is working.

"The great injustice and wrong already inflicted on Lawson must be undone and righted.

"John R. Lawson must be freed!"

## SHORTEN WORK DAY.

ROCK ISLAND, Ill., June 11.—After locking out nearly 300 employees, contracting carpenters and the Carpenters, District Council settled differences through arbitration. The same wages—55 cents an hour—were agreed to, but the workers secured a half Saturday off the entire year. Heretofore, the half holiday only applied to certain months. The contract signed will be in force for two years. These workers now have a 44-hour week.

"We have never used a single advertisement, of any size from a half inch up to a two page spread, that has not been profitable to us."

Otto Sovereign, president of the North American Construction Company.

## EXCITEMENT IN PLENTY AT CITY HALL

Farrell Clashes With McDonnell. Merritt Says, "I'm Butt of Jokes."

The past week at the city hall has been teeming with excitement that to the public is both amusing and somewhat repellent.

At the meeting of the council last Monday night "Paddy" McDonnell, the notorious contractor, resorted to personal abuse of Commissioner Farrell in an effort to belittle the commissioner on the question of paving. After a duel of words between the two men Mr. McDonnell was informed by the mayor that the commission was discussing paving and not the abilities of the public affairs commissioner.

**Discord Evident.** That all is not harmony among the commissioners was brought out Wednesday morning when Commissioner Merritt made public a statement regarding the attitude of Commissioner Silberstein and incidentally the entire commission towards him. He also indicated his disgust with an apparently unappreciative public.

"An official who really tries to serve the people and improve their conditions get little thanks for his efforts and soon gets to be known as a fool and a dreamer," was a part of the commissioner's complaint. In regards to the attitude of Commissioner Silberstein and the other commissioners, he said, "I am the butt of Commissioner Silberstein's course jokes and treated as if I did not have common sense. The council did not invite me to the special meeting last Saturday to give the jitney ordinance amendment second reading. Then a totally new and meaningless amendment bobs up and an effort is made to put something over on the public. It is treated as if I had common intelligence. You may tell them for me that the new jitney amendment in all its mystery didn't fool anybody.

"Commissioner Silberstein's attitude especially annoys me. He tells me to run my office on business principles. I've done more to build up Duluth than any 10 men in it. Silberstein used to see me sailing on the lake and whittling on stumps, and must have the idea that I never learned anything new and a gentleman merchant knows. That hard experience is what taught me business."

Merritt denied he ever plays to the galleries. "What incentive have I for it?" he asked. "I never intend to run again. I wouldn't have the office again for any money. Still I am accused of courting popular favor on the jitney ordinance. It is all rot. Trying to do something for the people is a thankless job, absolutely."

## DEBS TO SPEAK AT AUDITORIUM JUNE 19



EUGENE V. DEBS.

Noted Socialist Orator and Editor of National Rip-Saw Making Lecture Tour.

Next Saturday June 19, Eugene V. Debs, of Terre Haute, will speak at the Auditorium in this city. Mr. Debs is making an extensive tour of the middle west in the interest of socialism under the auspices of the National Rip-Saw, a monthly socialist publication of St. Louis, of which he is the editorial writer.

Mr. Debs needs no introduction to the people of Duluth as he has been in this city several times and never fails to draw capacity houses. He is recognized to be a foremost orator and exponent of Marxian socialism with rare exceptions his sincerity in the labor movement has never been questioned.

Debs is without a doubt one of the most loved men among the workers and probably the most disliked man among those of the employing class, although even they treat him with the greatest respect and recognize his abilities and power.

Debs was in Duluth a year ago and gave the most masterly address on the Colorado situation and told most vividly of the martyrdom of Louis Tikkas the Greek miner who was clubbed to death by a militiaman in that state. It is a rare treat to listen to Mr. Debs recite the wrongs to labor and paint an optimistic picture of the future for the men who toil with hands and brain.

The workmen of Duluth and others who have the interest of humanity at heart should not fail to hear this brilliant man when he speaks next Saturday, June 19, at the Auditorium at 8:30 p. m.

## BREWERY WORKERS STRIKE.

WILMINGTON, Del., June 11.—The labor movement is supporting brewery workers who are striking rather than accept the non-union shop and abandon the collective principle of bargaining between employer and employee. The workers asked that the contract in force for three years be renewed, with a \$1 weekly increase. The counter proposal of employers is so objectionable that a strike was agreed to by a vote of thirty to one.

## SAFETY NOT SECURE BY "SAFETY FIRST"

Signs No Guarantee Against Injury in Shops With Unprotected Machines.

## MUST BETTER CONDITIONS BEFORE IT CAN PREVAIL.

Street Car Men's Union Teaches Safety First More Effectively Than Employers.

DETROIT, Mich., June 11.—"Hollering" safety first, and placing huge signs around a factory is less effective than removing conditions that cause accidents, was one of the points developed by President Mahon of the Amalgamated Street Car Men's union, in an address before an arbitration board that will decide whether the local street car company wrongfully discharged a motorman.

The union insists that the worker was dismissed because he is a union official. President Mahon's answer to the company's plea of "safety first" follows:

**Signs Not the Way.** "The way to establish safety first is the question that should be studied. It should be studied from its real basis. Not by putting up signs, or painting beautiful pictures of 'safety first,' but by going into the organization and the system and putting it upon a proper basis; placing the men who do the work, who are responsible for it, upon a condition of employment that will bring 'safety first,' and you will never have 'safety first' in the transportation world until you do that.

"The hours of labor, the conditions and environments under which men work; the treatment of men by the officials and officers of the company, and their entire attitude, so as to establish between the company and the employees the harmonious relations that should exist, and that can only be established by taking into consideration the questions that I have noted, and many others. It is one thing to holler 'safety first,' and it is another thing to put it into operation. Our association is trying to teach men 'safety first,' and we contend that we are doing more to establish 'safety first' than any other organization by establishing better wages, surrounding them with better environment, and the improvement of their hours and their conditions.

"So we are just as much, gentlemen, interested in 'safety first' as the company, or any other person. "But we are not going to let them cry, 'safety first' to throw dust in our eyes, or dust in the eyes of the public."

## WILL DISCUSS SEGREGATION.

SAN FRANCISCO, June 11.—Shall the bartenders and culinary workers be divided into separate international unions? This question will be settled by the 500 delegates to the biennial convention of the Hotel and Restaurant Employers' International Alliance and Bartenders' International League of America, which convenes in this city, June 14. Officers of the international are opposing the plan.

# SHALL THE GOVERNMENT OWN THE RAILROADS?

SOME LESSONS FROM EUROPE

## V. The Administration of State Owned Railways

By DR. FREDERIC C. HOWE

**M**ANY, possibly a majority, of the people of America would say: "Yes, theoretically, I believe in government ownership of the railways but the administrative problems are so serious; there is so much danger from the spoils system and the use of the railroads for political purposes, that it would be unsafe to undertake it. It would involve adding a million and a half employees to the government service; there would be constant changes in the higher administrative officials, and in consequence efficiency would be subordinated to political considerations, such is the general attitude of America towards municipal and national ownership. We are so close to the old days of political corruption and the spoils system that we are not ready to trust ourselves.

**Such Distrust is Unjustified.** The Post Office department, measured by cheapness and service, is one of the most efficient instrumentalities in America. As a matter of fact, the American postal employe performs a larger number of transactions than does the employe of any other country. The postal service has been classified for years; no one suggests that it be returned to the spoils system; its employes are animated by a fine enthusiasm; and they are courteous, efficient and proud of their positions.

The Panama Canal is another example of business efficiency. It was built by Government engineers, Government health officers, and Government employes. It succeeded eminently where private contractors failed. An esprit de corps was created without parallel in private business, and hundreds of millions of dollars were expended with scarcely a suggestion of graft, corruption or private profit.

It is reasonable to suppose that the new conscience in America would insure as high a degree of administrative efficiency in the railroads as in the postal and Panama service; and it is not improbable that the United States would administer the railways as efficiently if not more efficiently than has any Government of the world.

Germany's System. The railways in Germany are owned by the individual states but are regulated but not operated by the Federal council or "Bundesrat," which issues all regulations regarding construction, equipment and operation. The chief office is in Berlin. At the head of the various state systems is the Minister of Public Works, who has charge of the whole transportation system, both railways and waterways.

Prussia is divided into twenty-one divisions, each one of which is in charge of a chairman with several assistants. In addition to the twenty-one advisory councils, there are nine advisory councils, to which representatives of commerce and agriculture are appointed in order to link the administration up as closely as possible with the industrial needs of the state. By this arrangement there is a Federal council which regulates the empire and brings about co-ordinated administration; a responsible minister at the head of the system local advisory groups who manage certain territory, and representative advisory councils who are closely acquainted with the needs and requirements of the empire.

**In France.** The French Government railways are controlled by the Minister of Public Works who is assisted by a

general board of approximately 150 members made up of separate commissions of accounts, engineers, finance and service. In this council the various ministries have representation, as do the chambers of commerce and agricultural societies.

**In Switzerland.** The administration of the Swiss lines is recognized to be very efficient. The law declares that the railroad shall be independent of political influence, and at the same time closely identified with the government. The railway policies are determined by the Federal council, while the actual direction is in the hands of a general manager and administrative council. The country is divided into five districts, with a director and district council in each. By this means Switzerland secures central political control on the one hand, and the decentralization of local operation, schedules and construction work on the other.

**In Austria.** The Austrian railways are directly under the Minister of Railways, who is a member of the cabinet and changes with each administration. In Hungary, the chief is a permanent official.

**In Italy.** The Italian railways, which have been greatly improved under state ownership, are under the general man-

agement of a director appointed by the king on the nomination of the ministry. Associated with him are eight members selected in the same manner. All questions of improvements, contracts, administration and appointments are under the control of this council and the director. In addition to this there are twelve central bureaus, to each of which are assigned particular departments of administration.

**In Belgium.** In Belgium the railroads are in the hands of a responsible Minister of Railways, Posts and Telegraphs. In addition there is a railway council, and a number of bureaus to each one of which are assigned certain administrative functions. Efforts are made to stimulate efficiency among the employes by the granting of premiums to those directly concerned with the running of trains. Other benefits are state owned cottages which are let at a nominal rental, and the giving of fortnightly free tickets to clerks and shop assistants. Pensions are granted to all employes after thirty years of service on their arrival at the age of sixty-six, and to any employe whose health has been impaired and who has been in the service at least ten years. Disabled employes are entitled to a pension under any circumstances.

**Insuring Efficiency.** ON all the state owned railways employes are protected by the classified service. Advancement is by promotion or through distinguished service. In Germany preference is usually given to men from the army and in Belgium to sons of railway employes who have been killed or become infirm, or who have been on the road for twenty years.

The Prussian civil service is superb. It extends to the railway system. High officials are required to have a university or technical education before they take examinations for the service. Engineers must have been thoroughly trained in the same way and have practiced their profession before they are permitted to take the examinations required by the state. All higher officers must have a similar education, after which they serve an apprenticeship prior to permanent employment. All classes of employes, except the lowest grade of laborers, are in the civil service.

**No Fear of "Spoils."** THAT same high order of talent to the railway service is evidenced by the willingness of men to abandon the most lucrative positions to enter cabinet or higher administrative positions when the opportunity is offered to

them. We already have a magnificent corps of highly trained engineers in the Army, Navy and Treasury departments, who successfully coped with the most difficult problems presented by the construction of the Panama Canal. In addition, were the railways removed from private hands the greatest single avenue of private exploitation would be closed to private initiative, and the opportunity for great public service would be so alluring as to entice men of ability to it.

The danger of the spoils system has long since passed, as are the days when favoritism and graft figured in Government contracts. In addition the public service is alluring men from the universities and technical schools, and is drawing to itself much of the best talent in the nation. Were the railways nationalized, the transfer would unquestionably be accomplished as is provided in the measure now before Congress for nationalizing the telegraph and telephone, which provides for the transfer into the classified service of all the existing employes of this industry. The transition would probably be effected with as much ease and absence of friction as in Great Britain and France, where the entire railway systems were transferred in state control over, without a break in their administration.

# REX AND LYRIC THEATERS DO NOT EMPLOY UNION LABOR