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FIVE CENTS

AMERICAN FEDERATION CONVENES IN CANADA

GOMPERS SUBMITS DEMANDS OF UNION LABOR TO REPUBLICANS

Ask Convention to Frame Plank Opposing Anti-Strike Legislation and Compulsory Arbitration; Right to Organize or Strike Held to Be Workers' Inalienable Right; Aid for Co-Operatives.

CHICAGO, June 11.—Samuel Gompers of the American Federation of Labor on Wednesday presented to the resolution committee of the Republican national committee demands of organized labor. Declaring that any curtailment of the right of workers to organize and strike would be an invasion of fundamental liberty, Gompers urged adoption of the following labor planks: "We pledge our party to maintain the federal law enacted by congress, securing to the workers the legal right of voluntary association, for mutual protection and welfare, against unwarrantable issuance of writs of injunction either prohibitory or mandatory, and guaranteeing the right of trial by jury in alleged contempt cases, committed outside the presence of courts. "Legislation was proposed to make strikes unlawful or to compel the wage earners to submit their grievances or aspirations to courts or to governmental agencies, is an invasion of the rights of wage earners and when enforced make for slavery. "Union Labor Opposes Anti-Strike Law. "We hold that the government should supply information, assistance and counsel, but that it should not attempt by the force of its own power to stifle or to destroy voluntary relations and policies of mutuality between employers and employees. "The very life and perpetuity of free and democratic institutions are dependent upon freedom of speech and of assemblage and association. The fundamental rights must be set out with clearness and must not be denied or abridged in any manner. "National preparedness as well as commercial development in keeping with the importance and the dignity of our nation, require that we shall have competent and able American seamen. We urge the vigorous enforcement of the provisions of the Seamen's Act. "We hold that public citizens should not be denied the right of organization. "We declare that we must put an end to the employment for profit of children under 16 years of age. "Labor's Relief Program. "We demand that effective steps be taken immediately to relieve the people of the burden imposed by the excessive cost of living and to eradicate permanently the underlying evils, recognizing fully that no other issue is of deeper interest to the masses of the American people. "As a comprehensive program of such relief and remedy we set forth these demands: "Co-operation should be encouraged as an effective means of curbing profiteering. To stimulate rapid development of co-operation the federal farm loan act should be extended so far as to give credit to all properly organized co-operatives just as credit is given to individual farmers. "We urge that the United States department of labor compile and issue monthly statements of the cost of manufacture of those staples, articles which form the basis of calculation in fixing the cost of living. "As a means of aiding anti-profiteering measures the federal government should promptly investigate profits and prices. All incomes and over tax returns should be available for inspection. "Regulate Immigration. "It is essential that additional legislation regulating immigration should be enacted based upon two fundamental propositions, namely, that the flow of immigration must not at any time exceed the nation's ability to assimilate and Americanize foreigners coming to our shores, and that at no time shall immigration be permitted when there exists an appreciable degree of unemployment. "We demand the observance and enforcement of all federal maximum eight-hour laws and their intentions to comprehend all civil departments of government. "Better Compensation Laws. "We favor the enactment of a more comprehensive federal compensation law which will embrace all workers who cannot be provided for by state compensation laws and we demand that workmen's compensation laws be amended to provide more adequately for those incapacitated by industrial accidents and diseases. "We demand the enactment of legislation excluding from interstate commerce the product of convict labor. "We demand the repeal of the labor provisions of the Cummins-Esch law. "We declare that the congress of the United States should take action to prevent the federal courts from continuing the usurpation of authority by declaring unconstitutional acts passed by congress. "Judges to Be Elected. "We further urge that judges of all federal courts shall be elected by the people for terms not exceeding six years. "We declare our unalterable opposition to any exercise of force by the United States in compelling the Mexican people to meet unwarranted and unjust demands of those Americans whose sole interest is the exploitation of the people and the natural resources of the Mexican nation."

DOCKWORKERS DO NOT COME UNDER LIABILITY LAWS

Supreme Court Holds State Workmen's Compensation Acts Do Not Apply.

Immediate action by congress for the protection of injured longshoremen and their families has been made necessary by the decision just rendered by the United States supreme court declaring that such "maritime" workers as longshoremen cannot longer be compensated for industrial accidents under state laws, according to a statement issued today by the American Association for Labor Legislation. "When it is realized that in New York state alone some 5,000 dock workers are seriously hurt in the course of their employment every year," says Dr. John B. Andrews, secretary of the association, "the gravity of this five-to-four decision is apparent. The importance of certain and prompt relief for these cases without expensive legislation was recognized by the first state compensation laws in 1911. Then by a five-to-four decision the court decided that longshoremen could seek relief only through suits under maritime jurisdiction. The effort of congress in 1917 to extend also the protecting arm of state compensation laws around this large army of workers engaged in an especially hazardous occupation, has now been nullified. But in holding that all maritime workers must be treated with absolute uniformity the decision points the way out. The remedy lies in the adoption by congress of a law extending federal compensation to injured longshoremen. "Early action is urgently needed. These workers when injured now have no recourse except the tragically futile method of suits for damages in the federal courts having admiralty jurisdiction. Too long have these men, whose work rests the essential and dangerous burden of water transportation, been left in a twilight zone between state and federal authority. "While the workers in four-fifths of the states and the federal government's own half million civilian employees have been safeguarded by workmen's compensation, these workers still find themselves relegated to suffering and injustice through a second five-to-four decision of the supreme court. Relief is now squarely up to congress."

MAY STAGE STREET CAR STRIKE IN MINNEAPOLIS

Down in Minneapolis the street railway company, is facing a strike that may be called on July 1 to force the city council to permit of an increase in the fare from five to six or seven cents. "Horace Lowry, president of the company, addressed a meeting of employees Tuesday and explained why it was impossible to grant wage increases until the company got higher fares. "When he sat down J. G. Miller, an employee of the company, expressed the determination of the men to strike unless higher fares were allowed. "We will tie up the system until higher fares are permitted," he said. He was careful to add that the men were not against the company. "Mr. Lowry urged the men not to strike, but he qualified it by advising the men that if they adopt such a plan, they should give the public ample warning and should inconvenience them as little as possible. He said the company could not be a party to any such undertaking."

SAYS CONGRESS DID NOTHING TO CUT DOWN H. C. L.

President Wilson Answers Protests of Rail Brotherhoods Against Adjournment.

WASHINGTON, June 11.—President Wilson, in a letter to railroad brotherhood leaders last Saturday, denounced the present congress for failing to take action to remedy the high cost of living. "The President's letter was in answer to a letter of the brotherhood leaders protesting against the adjournment of congress without dealing with the high cost of living and industrial unrest. "The President's letter follows: "I received your telegram of June 3. You called my attention to matters that I presented to the present congress in a special message delivered at a joint session of the two houses on Aug. 8, 1919. In nine months this congress has, however, taken no important remedial action with respect to the problem of the cost of living on the lines indicated in that address or on any other line. "Not only has the present congress failed to deal directly with the cost of living, but it has failed even to give serious consideration to the urgent appeal, oft repeated by me and by the secretaries of the treasury, to revise the tax laws, which in their present form are indirectly responsible in part for the high cost of living. "The protracted delay in dealing with the problem of the railroad, the problem of the government-owned merchant marine and other similar urgent matters, has resulted in unnecessary burdens upon the public treasury and ultimately in legislation so unsatisfactory that I could accept it, if at all, only because I despaired of any better. "The present congress has not only prevented the conclusion of peace in Europe, but has failed to present any constructive plan for dealing with the deplorable conditions there, the continuance of which can only reflect upon us. In the light of the record of the present congress I have no reason whatever to hope that its continuance in session could result in constructive measures for the relief of the economic conditions to which you call attention. It must be evident to all that the dominating motive which has actuated this congress is political expediency rather than lofty purposes to serve the public welfare."

NEARLY ONE MILLION MEMBERS ADMITTED BY UNIONS IN YEAR

Executive Council Makes Strong Report Covering Wide Range of Subjects; Discusses Bolshevism and Points Out Causes For Sowing of Its Seed—Big Interests and Unrest Responsible.

The annual convention of the American Federation of Labor opened Monday at Montreal. This is the second convention to be held on Canadian soil. The first was held in Toronto in 1909. President Gompers called the meeting to order and after the formal opening the officers made their report for the year. A membership on April 30 of 4,078,740 was reported, showing a growth of 818,672 during the year. The receipts were \$929,255.95 and the expenses were \$917,765.65. The report of executive council which includes that of President Gompers was exhaustive and complete. It deals with reconstruction, labor's non-partisan political campaign, the high cost of living, profiteering, hostile labor legislation, child labor, sedition bills, immigration, education, the cold storage question, steel strike investigation, convict labor, strikes, compulsory military training, the meat packing monopoly, the rehabilitation of cripples, compulsory arbitration, the Mexican situation, the coal strike and the Lever act, extremist propaganda and movements, the Mooney case, political prisoners and many other questions. "Bolshevist Propaganda and Movements. "During the year just past," says the report, "the labor movement has stood its ground solidly and maintained the progressive, constructive policy which has marked it apart from most of the labor movements of the world throughout the whole period of the world war. "But the nation has witnessed sporadic outbreaks of extremist sentiment and has been compelled to deal with extremist propaganda in a number of cases since the war period came to an end. This tendency toward unreasoned conduct and unreasoned thought has been most unfortunate for the nation and still more unfortunate for those who have been the participants. "Bolshevism has been a lure for some of our people and its doctrines have been propagated with great vigor. This hideous doctrine has found converts among two classes of people principally—those intellectuals, so-called, who have no occupation save that of following one fad after another, and those so beaten in the game of life that they find appeal in anything except the most desperate and illogical schemes. The rank and file of the organized labor movement, as was to have been expected, has given no countenance to the propaganda of Bolshevism, but has, on the contrary, been its most effective opponent in America. "The propaganda of revolutionary thought has not been limited to the propaganda of bolshevism. It has taken other forms. The 'one big union' idea has had its adherents, despite the disastrous results of the experiment in Canada with its treacherous machinery during the year preceding our 1919 convention. It is gratifying to note that everywhere the ostensible strength of this propaganda has been lost and that its fallacies are daily becoming clearer to its former victims. "Of more importance than the results of studied propaganda of revolution and extremism is the feeling of unrest among our people which is due to abuses in our political and industrial life and which seeks relief and freedom and not revolution and catastrophe. "So long as this unrest finds its expression in the orderly constructive and democratic activities of the bona fide trade union movement it is of incalculable benefit to the nation. So long as it finds the trade union movement an effective weapon for the righting of industrial wrongs and for the enlargement of opportunity and the extension of liberty, it is an asset to the national character and stability. It is the expression of the masses of the people against injustice and reaction and an expression of their unalterable determination to persist in the constructive effort to press home to a successful conclusion the fight for rights too long denied and for the abolition of wrongs too long endured. "Protest Is Still Protest. "The greatest disservice that the great interests of reaction and bourgeois can do for America is to repress and deny the legitimate aspirations of the workers and to seek by restrictive legislation to make ineffective their bona fide trade union organizations. "Protest denied within still is protest. "Upon the signing of the armistice it became clear some employers, and some reactionary forces in our political life were bent upon a career of exploitation and suppression, regardless of the needs and just desires of the masses of our people. The nation has already witnessed effort after effort to enact legislation of a restrictive, coercive character, in defiance of the interests of the people and in defiance of American liberties guaranteed in the constitution of our Republic. The Esch-Cummins railroad law and the Kansas Court of Industrial Relations law are examples of bourgeois success. The Graham-Stieglitz peace-time sedition bill, the Palmer anti-sedition bill and other proposed legislation was of a similar mould, but was defeated by reason of Labor's energetic and angry protest. The injunction in the case of the coal miners was another example of the lengths to which employers and government officials were ready to go to suppress the voice of the workers. "TURN TO NEXT PAGE."

SURETY BROKERS HAVE BIG GRAFT

High Salaries Paid to Officers and Directors of New York Insurance Bureau.

NEW YORK, June 11.—One of the highest salaries men in America was discovered when W. H. La Boyteaux, president of Johnson & Higgins, insurance brokers at 49 Wall street, admitted that the company last year paid him \$161,543 for his services. It was brought out that George C. Coe, vice president of the concern, received the same salary. The admission came in the trial of the suit of Thomas J. Prindiville of Chicago, a stockholder, to recover dividends. The complainant also asks that the corporation be enjoined from paying excessive salaries. One official said the annual turnover in the transactions of the company was between \$75,000,000 and \$100,000,000 in premiums and adjustment money. Salaries, he explained, are based on the business done by each member of the board of directors and at the annual meeting of the board one-half the profits are set aside for salaries and then distributed on a percentage basis. "NEW UNIONS FORMED. "CLEVELAND, June 11.—The Lather for the current month reports the organization of new unions at Windsor, Ont., and Santa Ana, Cal., and the reinstatement of the union of Colorado Springs, Colo. "GET 20 PER CENT ADVANCE. "CINCINNATI, June 11.—At the moving picture houses in the city have signed a new agreement with the Moving Picture Operators' union, which, carried with it an advance of 20 per cent in wages."

TWIN CITY MEN GIVEN \$800,000 ON WAR CLAIMS

Denied Justice by Home Employers Machinists Get Back Pay After Long Delay.

Minneapolis and St. Paul machinists employed in the "open shops" of the Minneapolis Steel & Machinery company, the American Hoist and Derrick company and other plants in the Twin Cities will be given back pay amounting to nearly \$800,000, according to an order issued this week by the war contract adjustment board in Washington. The money will be paid by the government. The decision is hailed as a final settlement of the legal fight, which began during the war, between the Minneapolis Steel & Machinery company and other plants, and the war labor board created by the President. Congressman W. L. Carrs of this district spent considerable time on this case and he brought word from Washington on his return to Duluth this week of the complete victory to labor. "The claims date back to 1918," said Mr. Carrs. "Machinists employed on ordinance work for the government presented demands for increased pay, which the employers opposed. The machinists appealed to the war labor board which held hearings both in the Twin Cities and in Washington. "Findings of the war board were in favor of the men, but the increases outlined are not made effective by the employers, on the ground that, in as much as they had not agreed to be bound by the board's award, the findings were simply advisory and not mandatory. The machinists, having understood that the board had full authority to make and enforce an order, had rested their case wholly on that body, and there was much feeling when the board having approved increases, did not make an order enforcing them. "This is the situation which was clarified by the action of the war contract adjustment board, concluded Mr. Carrs, "and I am pleased that the contention of the men has been sustained."

WESTINGHOUSE COMPANY DECLARES BIG DIVIDENDS

NEW YORK, June 11.—The report of the Westinghouse Electric Manufacturing company for the fiscal year ending March 31 show the gross earnings for the year were \$136,952,091; the net manufacturing profits, \$15,079,530; gross income, from all sources, \$16,861,163, and the net income available for dividends and other purposes, \$15,293,341. In the six years embracing 1915 the company's gross earnings have increased nearly five-fold and the net income over seven-fold. "WAGES \$1.25 PER HOUR. "DETROIT, June 11.—As a result of the decision of a board of arbitration, the striking workers were awarded an increase of 25 cents an hour, making the rates \$1.25 for eight hours. Most of the contractors had already conceded the advance.

OPEN SHOP LOST IN NEW ORLEANS

Citizens' Alliance Falls Down There In Fight Against Building Trades Unions.

NEW ORLEANS, June 11.—The effort to destroy the local building trade unions has failed. The \$13,000,000 building program will go forward unimpeded. An agreement has been reached between the general contractors and representatives of the building trades which resulted in the acceptance of union wage scales and the right to organize all the men engaged in that industry, thereby insuring uninterrupted construction of buildings during its life. This understanding was arrived at after a meeting of the general contractors at which was present a representative of the building trades from Beaumont who explained what had resulted from the attempt to disrupt the unions in that city by the agents of the "union busters" who had been active in that section for several months past. After the non-union shop propagandists had failed to make any headway in Beaumont, they circulated this city with misleading bulletins, making their fight especially against the building trades unions. "INCREASE FOR APRIL. "LA FAYETTE, Ind., June 11.—The last issue of the Painter and Decorator announces that 20 new unions were added to list during April."

HOW WE CAN KEEP STREET RAILWAY FARES DOWN TO FIVE-CENTS

The last ordinance on the ballot at the special city election to be held on Monday, June 21, known as "Proposed Ordinance 'D'", provides for the issuance and sale of \$5,000,000 of bonds of the City of Duluth for the purpose of acquiring by purchase or condemnation the street railway lines of the Duluth Street Railway company within the city, together with the rolling stock and equipment pertaining thereto. If this ordinance passes, as it should, it will give the city commissioners the authority and power to proceed to acquire the street railway lines and equipment and to operate them for the benefit of the people without profit. It is public ownership pure and simple. There are a good many conservative people who do not fear public ownership as much now as they once did. Experience in Duluth has proven that it is a workable proposition, and it is profitable as well. We have our gas and water plants. They have been successfully run through these years of high prices without the necessity of raising rates to meet expenses. House rent, food, clothing, fuel and every other necessity of life have gone up in price during the past five-

year period, but we are still paying the same old fair rate for gas and water, and the city has no intention of asking for more money. Indeed, it does not need any more money. The plan is to acquire the street railway lines in general, and then to sell them to privately owned public utility in this country. Now comes the Duluth Street Railway company and asks the people for permission to increase its carrying charges from five cents to six cents. It needs the money, not to pay operating expenses and maintenance, but to take care of the stockholders and to see that they are well provided for. Most of them live in Canada and not in Duluth. If the city should acquire the street railway system every dollar received from its operation would stay right here in Duluth, whereas all the surplus is now sent out of the city, to Minneapolis and Toronto. The carrying charge would remain at five cents and the surplus would be used to extend the system to portions of the city that are now unserved by the private company. The Herald, forever and always opposed to the city ownership of public utilities, does not come out in

opposition to the principle of public ownership, but it contends that this is not the time to buy. The Labor world is of the opinion that this is the right time. The property of the street railway company will never be purchased cheaply than today. Unless in general, many lines or fall, but we still have confidence in our courts, particularly in Duluth, and we are morally certain that the city will not be required to pay more for the street railway property than the average price level. Should the "six-cent ordinance" pass the value of the property will advance overnight. Its worth will be based on the spring capacity of the company. That is the law of business, and none knows it so well as does the editor of the Herald. For this reason, we say, vote to buy the street railway system, and vote to buy it now. Its price will advance, and not decline. It is argued that this is a poor time to buy for another reason, and that is, the bond market is such that the city will be unable to sell \$5,000,000 of bonds. This objection was made during the administration of Henry Truesen when times were not so prosperous as they are today. But mayor Truesen sold Duluth's water

and light bonds at par, and he found the old bondholders of the private company perfectly willing and ready, at the proper moment, to exchange their old bonds for bonds issued by the city, with the entire credit of the city behind them. The outstanding bonded indebtedness of the Duluth Street Railway property. Does anyone doubt that price we propose to pay for the local company. Does anyone doubt that the owners of the bonds will refuse to exchange them for bonds backed by the city? We can even take the plant over subject to its bonded indebtedness, just as any person may buy a home subject to a mortgage previously placed on it. Possibly, if such an arrangement were made, the city for a time would be obliged to pay a higher rate of interest than it usually pays, but that fact would not interfere with the successful operation of a city-owned street railway system. The advocates of public ownership hold that the city can operate the Duluth street railway system more cheaply and more efficiently than a private company, and that IT CAN CONTINUE TO CARRY PASSENGERS ON ITS LINES AT A RATE NOT TO EXCEED FIVE CENTS.

The private company says it cannot continue as a profitable business unless it is permitted to charge a six-cent fare. That is exactly the difference between private and public ownership. Now this is a street-railway town. Where can one live in Duluth without being compelled to take a street car to and from his work? The average Duluth household which consists of five working or student members is called upon to lay aside about \$150 every year for car fare. That is 60 cents a week for each person. If the fare is raised to six cents it will mean an increase in the family budget of \$20 a year. This, on top of all other increases in the cost of living in Duluth will be an additional item of expense which must be taken into account when figuring on wage scales, salaries and even in the expense of other lines of business. So one way to keep down the cost of living in Duluth is to vote for "Ordinance 'D'" at the special election. The passage of the ordinance will mean to continue the five-cent fare. It will mean better service, better equipment and extensions to unserved sections now badly in need of them. Vote for "Ordinance 'D'" and no mistake will be made.

"The greatest disservice that the great interests of reaction and bourgeois can do for America is to repress and deny the legitimate aspirations of the workers and to seek by restrictive legislation to make ineffective their bona fide trade union organizations. "Protest denied within still is protest. "Upon the signing of the armistice it became clear some employers, and some reactionary forces in our political life were bent upon a career of exploitation and suppression, regardless of the needs and just desires of the masses of our people. The nation has already witnessed effort after effort to enact legislation of a restrictive, coercive character, in defiance of the interests of the people and in defiance of American liberties guaranteed in the constitution of our Republic. The Esch-Cummins railroad law and the Kansas Court of Industrial Relations law are examples of bourgeois success. The Graham-Stieglitz peace-time sedition bill, the Palmer anti-sedition bill and other proposed legislation was of a similar mould, but was defeated by reason of Labor's energetic and angry protest. The injunction in the case of the coal miners was another example of the lengths to which employers and government officials were ready to go to suppress the voice of the workers. "TURN TO NEXT PAGE."