

KNOWLEDGE IS MANKIND'S Greatest Benefactor; False Teaching Is Civilization's Greatest Hindrance.

# THE LABOR WORLD

AMERICAN LABOR WILL NOT BE OUTLAWED OR ENSLAVED

WE WANT EVERY PERSON of Liberal Thought in Duluth and Elsewhere to Be a Patron of The Labor World.

VOL 20. NO. 24.

DULUTH, MINNESOTA, FEBRUARY 18, 1922.

FIVE CENTS.

## MINERS CHALLENGE STATEMENT MADE BY HOOVER ON EARNINGS

### Union Official Canvasses Bituminous Coal Fields and Finds Miners Did Not Work One-Half Time Claimed by Secretary of Commerce. Earnings Around \$500.00.

Secretary of Commerce Hoover, stated the other day that the non coal miners worked on an average of 182 days a year, which at \$7.50 average wage per day would give them only \$1,365 a year. Where did Mr. Hoover get his figures? That is the question that is being propounded by the officers of the United Mine Workers who have challenged him to make good.

### Earnings Much Less.

In a letter to Mr. Hoover, Ellis Searles, editor of the United Mine Workers' Journal, declares that the average earnings of the miners were much less than the amount stated by the secretary of commerce. Mr. Searles seems to have proved his case with statements in detail from seven bituminous coal fields.

Mr. Hoover stated that "the non-union operators have been enabled to give their miners more steady employment, while the union miners have worked on the average only 182 days of the year, which at \$7.50 average wage per day would give them only \$1,365 a year."

"But this is not the worst of it. This average of 182 days employment has not been evenly distributed. Many union miners have worked far less than 182 days, so that many of them have had a bare living—others less than an existence."

### Source of Information?

"I do not know the source of your information upon which you predicted your published statement that the union miners worked an average of 182 days per year and earned an average of \$1,365 a year," says Editor Searles in his letter to Mr. Hoover.

"There is, however, such discrepancy between your figures and the information I have gathered from reliable sources," continued Mr. Searles, "that I can not refrain from bringing the matter to your attention."

"In order that I might obtain information and figures that might be regarded as thoroughly reliable and as nearly accurate as possible, I sent telegrams recently to the District Officials of the United Mine Workers of America in those coal producing districts that produce the major portion of the union bituminous coal in which I asked the following questions:

"What was the approximate average number of days worked by mine workers in your district in the year 1921?"

"What were the approximate average earnings for the year?"

"What is the contract pick mining rate in your district?"

"It is safe, I think, to assume that these District Officials, because of their intimate official knowledge of the affairs of their various districts, are in position to supply information on these points that may be accepted as being approximately correct. Thus far, I have received answers from several of the District Officials to whom the inquiry was addressed, and in no single instance does any one of them report that the miners worked as many as 182 days in the year 1921 or that they earned as much as \$1,365 during that year."

"I shall not weight down this communication with the full text of their answers, but permit me to say that the answers thus far at hand make the following showing:

### Employed Only 123 Days.

"Pittsburgh District—Average number of days worked in the Pittsburgh District for the year 1921 was 123, or 40 per cent of full time. Average daily earnings, based upon the defense fund collected by the District Organization was \$6.20 per day. Average earnings for the year 1921 were approximately \$763 per man."

### Ohio—Average number of days worked in the year 1921 was 118.

Average earnings for the year 1921 were \$550 per man.

### Indiana—District President John Hoester said in his answer: "No definite information as to the number of days worked in the year 1921 has not yet been published. Unofficial report shows the average number of days worked in the fiscal year ending September 30, 1921, as 148 days, which includes the last three months of 1920, which were exceptionally good. The same three months of 1921 was a very poor work period."

### Average of 159 Days.

"Illinois—Figures for the year 1921 are not yet available. The last report published was for the year ending June 30, 1920. This report showed that all of the mines of that state operated on average of 159 days."

### Western Kentucky—The mines operated and the miners worked approximately 120 days in the year 1921.

The average gross earnings per man for the year were about \$30 a month. Out of this gross earnings the miner must pay for his powder, supplies, blacksmithing, tools, etc., which reduces his net income to a much lower figure."

### West Virginia—Approximate number of days worked by miners in the West Virginia district in 1921 was about 80.

Average earnings were about \$800 per man for the year. Hundreds of miners got only from 14 to 26 days work during the entire year of 1921.

### Worked One-Third Time.

Tennessee—Approximately one-third of the total number of miners worked one-third of the time during the year, and when they worked

(Continued on Page 2.)

## RAIL LABOR MEN STRIKE BLOW AT FREE INSURANCE

### Declare Wage Reductions Already Suffered Would Buy Sufficient Life Insurance.

ALBANY, N. Y., Feb. 16.—"The wage reduction last July of 12 1/2 per cent, as well as the reduction of 10 per cent they are now clamoring for would buy you real insurance which you could keep for your heirs after you left the employment of this company."

The above summarizes the attitude of transportation employees toward the "free" insurance recently announced by the Delaware & Hudson railroad. In a joint statement, the engineers, firemen, conductors, telegraphers and trainmen say:

"The Delaware & Hudson management has just launched an insurance scheme that, in our opinion may be masquerading under the pretense of philanthropy while really intended to undermine the organizations and weaken their power for good for their members."

"The proposition is declared to be voluntary on the part of the Delaware & Hudson company, which reserves the right to discontinue, modify and do to the plan whatever it sees fit in the future. This leaves the company perfectly free to do as it likes."

"The main purpose of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

"The insurance of the free insurance proposition is to discourage employees from carrying insurance in the labor organizations, and to take from them their insurance propositions when soliciting members. This is undoubtedly done in the hope that, with the protective activities now temporarily suspended by action of the United States railroad labor board, it will lead the men not feeling the need for membership in railroad labor organizations and make them inclined to take more attractive insurance features offered by the company in their stead."

## Swift Heroic Action Needed to Oust Middlemen Profiteers

By GEO. PERKINS, President, Cigar International Union (Internal Labor News Service).

CHICAGO, Ill., Feb. 16.—The biggest labor, economic, and political issues in the West or elsewhere are better, more comprehensive, and more effective organization economically and politically. There should be a proper and effective cooperation between the farmers and the industrial workers.

As long as an unfair per cent of the profits on farm work, as now, goes into the hands of the profiteering middle men, there is no relief of a substantial character for either the farmer or the industrial worker in so far as the products of the agricultural districts reaching the table of the industrial worker are concerned.

Conditions are such that they demand swift and heroic action in the matter of cooperation in marketing agricultural products and the elimination of the unfair, profiteering, unnecessary middle men. The exploiting money interests, centered in Wall Street, exact from the farmer a few billion dollars annually as tribute. Stop it!

Reduce freight rates, unequal and unfair taxes on the producers, and place them where they rightfully belong—on the holders of vast fortunes. Improve and use all available water power and canals, big, deep and of all practical sizes and lengths.

There should be harmony and unity of purpose among all industrial workers on first principles. We ought to be able to agree on fair wages, reasonable hours, and fair working conditions. It is a crime if we don't. Those who stand in the way of these undisputed principles are working against themselves, their fellow workers, and generations yet unborn. There is no hope of full justice for the industrial worker so long as we remain divided. Big interests know this and see to it that the elements of discord are kept working overtime amidst us.

Sir Walter Scott said, "The race of mankind would perish did they cease to add each other." Have the disinherited masses properly aided each other in the past? We think not. Proper headway in the interests of all depends upon the extent of cooperative aid from now on.

Absolute government regulation and control of credit is vitally important. To accomplish this and all money should be issued by the government at a fixed true value and loaned through federal regional banks. The condition made desperate and unfair by the privileged few requires heroic united action. Get down to honest methods of doing business on the principle of justice to all, and our greatest problem will then be to guard and protect the peoples' rights.

Problems so momentous trembling in the balance and so far reaching upon the interests of the masses, our country, and civilization must be handled with resolute determination and ways predicated upon justice, freedom and fair dealing. The situation demands action. Opportunity is knocking at our doors.

## MINERS IN WEST VIRGINIA STARVE

### Despite Claims of Governor Union Men Declare Hunger Is Wide-Spread.

CHARLESTON, W. Va., Feb. 16.—Starvation is increasing in the coal section of this state, despite Governor Morgan's attempt to minimize the situation.

The West Virginia Federationist is appealing to the public to remedy conditions and declares that "unless the state or the government take some steps at once to relieve the bodies will succumb to the pangs of hunger and invade the desolate homes of the wealth producers which have made West Virginia one of the wealthiest coal producing states in the nation."

"At no time in the history of this country have we known a more widespread condition of unemployment and greater suffering among the workers than exists today."

"With the greatest epidemic of starvation that has ever visited the United States but little attention is being given the situation by the 'keep' newspapers."

"The miners' relief committee is doing all in its power to relieve the situation."

"The great mass of the people do not understand the conditions that exist in the dark recesses of the West Virginia hills, else they would loosen their purse strings to alleviate the suffering of the coming generation."

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

## COST OF LIVING 75 PER CENT UP

### Workman's Dollar Less Than 60 Cents of What It Was Before World War.

WASHINGTON, Feb. 16.—The bureau of labor statistics report that from 1924 to December, 1921, the cost of living increased 74.3 per cent on the average, in 32 leading cities of the country. Increases in 26 of the larger cities are reported as follows:

Baltimore, 73.2 per cent; Boston, 70.2 per cent; Buffalo, 76.8 per cent; Chicago, 72.3 per cent; Cleveland, 74.4 per cent; Detroit, 82.4 per cent; Houston, 75.9 per cent; Jacksonville, 75.1 per cent; Los Angeles, 74.4 per cent; Mobile, 63.6 per cent; New York, 78.1 per cent; Norfolk, 79.2 per cent; Philadelphia, 74.3 per cent; Portland, Me., 69.2 per cent; Portland Ore., 85.3 per cent; San Francisco and Oakland, 63.6 per cent; Savannah, 66.2 per cent; Seattle, 71.3 per cent; Washington, D. C., 63 per cent.

The average increase of 74.3 per cent in 32 cities of the United States since 1913 is divided as follows:

Food, 50 per cent increase; clothing, 84.4 per cent; housing, 61 per cent; fuel and light, 81 per cent; furniture and furnishings, 118 per cent; miscellaneous, 106.8 per cent; average, increase since 1913, 74.3 per cent.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

BARBERS ORGANIZE. The Journeymen Barbers' International union has issued charters to locals in Fort Arthur and Sulphur Springs, Texas.

## COLORADO LABOR UNITED AGAINST 'NO-STRIKE' LAW

### Organizes Campaign for Repeal of Law Which Handcuffs Workers to Jobs.

DENVER, Feb. 16.—Butcher workmen who have been jailed because they resisted Colorado's "can't-strike" law were praised for their Americanism in resolution passed at a mass meeting of 3,000 trade unionists and other citizens in this city.

A committee of 100 men and women was created to carry on agitation against the handcuff law.

The state industrial commission, which enforces this law, was declared to have proven by its partial action that "it is but another agency in the hands of the capitalist interests, serving them as a means of further subjecting workers to the dictates of exploiting employers and profiteers."

"By conforming to the orders of such capitalistic agencies as the industrial commission, anti-strike laws, court injunctions, military law, etc., we deliberately invite the destruction of our unions and curtailment of our rights. Any union barred from striking fails in the chief mission for which it is created, and can be for no further effective service to the workers who support it."

"It is the duty and to the interest of every working man and woman, both organized and unorganized, to give his utmost energy—even his life, if necessary and his honor require it—to preserve the principles and sterling virtues of the institutions of organized labor against the onslaught of anti-union tyrants who seek to destroy them."

The committee of 100 is instructed to arrange for periodical parades, demonstrations, etc., enlisting the co-operation of all workers in a campaign to oppose the "can't-strike" law. Precinct organizations of all workers will also be perfected to develop an intelligent public opinion against the law.

DECLARES ALLEN LAW IS MENACE

### Republican Candidate Against Kansas Governor Holds No-Strike Law Is Failure.

SALINA, Kan., Feb. 16.—Fred W. Knapp, state auditor for the past four years, is a candidate for governor on a platform that includes opposition to Allen's "can't-strike" law.

Mr. Knapp belongs to the same political party as Governor Allen, but the ex-auditor has this to say of the industrial court:

"The industrial court should be abolished. It has been given a fair trial and has proven incompetent and absolutely worthless in dealing with industrial disputes. In fact, it has been the center of an internal war since its organization and has done more to foster and engender hatred, disorder and disagreement among employers and employees than all the other disturbing elements combined. Its underlying principle may be an ideal subject for a chautauque lecture, but its practical operation in Kansas has proven it to be a menace, a political football and an item of expense to the state of more than \$100,000 annually."

DECLARES ALLEN LAW IS MENACE

### Republican Candidate Against Kansas Governor Holds No-Strike Law Is Failure.

SALINA, Kan., Feb. 16.—Fred W. Knapp, state auditor for the past four years, is a candidate for governor on a platform that includes opposition to Allen's "can't-strike" law.

Mr. Knapp belongs to the same political party as Governor Allen, but the ex-auditor has this to say of the industrial court:

"The industrial court should be abolished. It has been given a fair trial and has proven incompetent and absolutely worthless in dealing with industrial disputes. In fact, it has been the center of an internal war since its organization and has done more to foster and engender hatred, disorder and disagreement among employers and employees than all the other disturbing elements combined. Its underlying principle may be an ideal subject for a chautauque lecture, but its practical operation in Kansas has proven it to be a menace, a political football and an item of expense to the state of more than \$100,000 annually."

DECLARES ALLEN LAW IS MENACE

### Republican Candidate Against Kansas Governor Holds No-Strike Law Is Failure.

SALINA, Kan., Feb. 16.—Fred W. Knapp, state auditor for the past four years, is a candidate for governor on a platform that includes opposition to Allen's "can't-strike" law.

Mr. Knapp belongs to the same political party as Governor Allen, but the ex-auditor has this to say of the industrial court:

"The industrial court should be abolished. It has been given a fair trial and has proven incompetent and absolutely worthless in dealing with industrial disputes. In fact, it has been the center of an internal war since its organization and has done more to foster and engender hatred, disorder and disagreement among employers and employees than all the other disturbing elements combined. Its underlying principle may be an ideal subject for a chautauque lecture, but its practical operation in Kansas has proven it to be a menace, a political football and an item of expense to the state of more than \$100,000 annually."

DECLARES ALLEN LAW IS MENACE

### Republican Candidate Against Kansas Governor Holds No-Strike Law Is Failure.

SALINA, Kan., Feb. 16.—Fred W. Knapp, state auditor for the past four years, is a candidate for governor on a platform that includes opposition to Allen's "can't-strike" law.

Mr. Knapp belongs to the same political party as Governor Allen, but the ex-auditor has this to say of the industrial court:

"The industrial court should be abolished. It has been given a fair trial and has proven incompetent and absolutely worthless in dealing with industrial disputes. In fact, it has been the center of an internal war since its organization and has done more to foster and engender hatred, disorder and disagreement among employers and employees than all the other disturbing elements combined. Its underlying principle may be an ideal subject for a chautauque lecture, but its practical operation in Kansas has proven it to be a menace, a political football and an item of expense to the state of more than \$100,000 annually."

DECLARES ALLEN LAW IS MENACE

## VESSEL OWNERS USE BIG-WAGE MYTH AS EXCUSE FOR SUBSIDY

### Alleged "High-Priced" American Seamen Smoke Screen to Hide Raid on Treasury and Raid it of \$30,000,000 a Year to Permit U. S. Craft to Compete With Foreign Ships.

"Events of the week indicate that mythical "high-priced" American seamen are to be used as a smoke screen while certain captains of finance perpetrate a \$30,000,000 raid on the United States Treasury," declares Paul Scharenberg, secretary California State Federation of Labor and former editor of the Seamen's Journal, to the International Labor News Service.

Conference Just Held. A conference of Pacific Coast Shipping magnates has just been concluded in San Francisco. The declared purpose of the conference was to perfect a financial merger of the big shipping interests. But the real purpose, according to poorly censored news that drifted into the daily press, was:

"1. The establishment of an easy instrument system for the purchase of ships of the United States Shipping board fleet by private firms.

"2. An American government ship subsidy for freight and passenger vessels entailing an annual cost to the U. S. treasury of \$30,000,000, thus permitting American craft to compete with foreigners with their low scale of wages and operating costs."

So far as the sale of the Shipping Board fleet is concerned, it is earnestly hoped that some method, no matter how "easy," can be agreed upon whereby our government will go out of the shipping business.

Government ownership of merchant vessels has been a curse to American seamen. There was absolutely no excuse for the disastrous seamen's strike of last year.

Tricked to Work. The seamen of America were forced to strike by the autocratic and arbitrary attitude of the men then conducting the Shipping board. The seamen did everything possible to avoid that fight, they agreed to leave the whole question to arbitration. And when that was denied, the seamen publicly denounced their willingness to leave the entire controversy to the individual determination of President Harding. But all overtures were refused.

The Shipping board used the vessels—belonging to the American people—as fighting ships to reduce the wages and living conditions of the seamen under the American flag.

In the language of Andrew Furuseth: "The American people had to take the risk and bear the cost, while the privately owned ships were lying in harbor awaiting the result. Laws were disregarded, utterly inefficient men were sent to sea in a way that could not have taken place except where the government was involved in the struggle, and when operators of vessels belonging to the United States Shipping board were willing to and did sign agreements with unions, the vessels were taken away from them, unless they cancelled the agreements already signed."

For these reasons, and countless others, the organized seamen should be happy to see an end of government ownership of merchant shipping. Even if the ships were to be given away, it would be a positive relief to see an end of that terrible incubus.

Renew Demand for Subsidy. The second and all important feature of the shipping merger conference is a renewal of an old or rather ancient demand of private interests for a ship subsidy, i. e., a gift or hand-out from the U. S. treasury.

As in public past also plea for this subsidy is based upon the alleged "high wages" which American shipowners are compelled to pay their American crews. Now it is a fact, absolutely beyond dispute, that American ships are not giving employment to American seamen when cheaper labor is available.

Worse than that, years ago certain American shipowners adopted the policy of importing Chinese crews for the purpose of manning American ships in our own American ports.

Captain Dollar blazed the way in this importing business. When challenged by the Sailors' union of the Pacific, the case was carried to the supreme court of the United States, and that august body on Nov. 5, 1911, decided that American shipowners had a perfect right to import Chinese for the purpose of manning American ships. Certain "American" shipowners have been doing it ever since, and the U. S. Shipping board has given tacit approval to these imports.

Following are a few pertinent excerpts from recent reports of the Seattle agent of the Sailors' union of the Pacific:

Employ Cheapest Labor. "Oct. 31, 1921.—Thirty-five Filipino shipped on the steamship 'Keystone State' to replace Chinese that deserted."