Labor's Thanksgiving---Samuel Gompers Tells What It Should Be Grateful For

Summary by President of American Federation of Labor--Commissioner Neill Tells What His Bureau Has Accomplished.

BY JOHN ELFRETH WATKINS.

Washington, D. C. September 2.—Labor Day is twenty-nine years old, according to data gathered for the United States Bureau of Labor, and the man who christened it was one Robert Price, of Lonaconing, Md.

Its birth and its christening fell about in this way: On September 5, 1882, the Central Labor Union of New York held a parade in that city and the general assembly of the Knights of Labor—then in session in the metropolis—reviewed the procession from a grandstand at Union Square.

"This is Labor Day in earnest!" said Price, a member of the general assembly, to the general worthy foreman of the Knights, and the following year when the New York organization again held its procession on the first Monday of September, the event was called the "Labor Day Parade." That was '83, and in 1884 George R. Lloyd, a Knight of Labor, offered a resolution which declared the first Monday in September to be Labor Day, steps being at once taken to have the various State legislatures designate this date as a legal holiday. Oregon took the lead, passing the bill February 21, 1887, and Colorado came second, while New Jersey was third and New York fourth. All of the other commonwealths of the Union have since followed suit, and since June 28, 1894, Labor Day has been a national holiday, for upon that date became law the bill to this effect offered in the national House of Representatives by Amos J. Cummings, of New York, and in the national Senate by James H. Kyle, of South Dakota.

So on Monday next, not merely our 3,000,000 of union workers, but our total population of 90,000,000, will in one way or another observe the holiday, which has been established to advance the interest of the working classes.

"For what events, occurring since Labor Day became a national holiday, should the working classes be chiefly thankful?" I asked the other day of Samuel Gompers, president of the American Federation of Labor, which organization includes in its membership 27,000 local unions and 2,000,000 workingmen and women.

Taking up the State laws enacted since Labor Day was nationalized, Mr. Gompers gave me the following outline of progress for which labor has most to be thankful:

"Twenty-four States require guards on dangerous machinery; twenty-seven States require satisfactory and sufficient toilet rooms for the sexes; thirty States provide factory inspectors to enforce the observance of laws; seventeen States make it mandatory for employers to report all accidents, so that accurate vital records can be obtained for information and protective legislation; thirty-six States restrict night work by children; forty-four states have adopted the age limit for the employment of children; forty-two States have set maximum hours for a working week of children; seventeen States have made provision for protection of workmen in construction of buildings; forty-eight States have laws making it possible to secure wages due through mechanics' liens; thirty-five States have established bureaus of labor, and thirty-seven States have enacted, in some form, an employers' liability bill.

"The following States," Mr. Gompers went on to say, "have abrogated the defense of fellow servant responsibility, either for general employment or in some particular industry, usually transportation: Arkansas, Colorado, Florida, Georgia, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, North Carolina, North Dakota, Oklahoma (by Constitution), South Dakota, Texas and Wisconsin.

"The Colorado law is the most notable example. It completely eliminates the defense of the fellow-servant rule in all employments, and upon a test case being made it was upheld as being constitutional. In California, Mississippi, Ohio, Oregon, South Carolina, Utah and Virginia the fellow servant rule is modified without being abrogated."

"For what in the line of national legislation within this period is labor most thankful?" I asked.

"For many years," he replied, "the American Federation of Labor endeavored to have reformatory legislation passed by Congress, but with very little success. While the lower house passed several measures in the interest of laber, they nearly all were defeated in the Senate. Realizing that the committees in Congress had been packed against all measures affecting labor, the American Federation of Labor began to draw the attention of the trade unionists throughout the country to the negligent attitude of numerous congressman, as well as to publish the records of members who were hostile to the measures advocated by labor.

So a campaign was inaugurated for the purpose of defeating some of labor's conspicuous enemies in the National House of Representatives, and as a result of this contest in 1906, there were elected six members of the lower house who were members in good standing of trade unions. Two years later four more were added, making ten in all, and in 1910 there was a further addition in numerical strength, there having been elected to the Sixty-second Congress fifteen men, all members in good standing of various trade unions. Numerous bills have been introduced in the present Congress and assurances have been had that many of labor's measures will be incorporated into law before the close of the Sixty-second Congress.

"Federal laws providing for safety appliances on railroads have been bitterly opposed by officials of transportation lines, but, notwithstanding this fact, laws providing for automatic couplers, continuous automatic brakes, standard height of draw bars, secure sills and grab irons, extending over the entire jurisdiction of interstate traffic have been passed and are now laws. Block signals, automatic control of trains, Federal experimental tests and exhaustive investigations of efficient devices have been provided for and the hours-of-service bill limits to sixteen consecutive hours as a maximum in any twenty-four-hour period the working hours of persons actually employed on, or in connection with, the movement of any train; and to nine hours in any twenty-four-hour period that of telegraph or telephone operators or dispatchers engaged in train movements. This law was approved March 4, 1907.

"An ash pan bill for automatic discharge of locomotive ash pans was approved May 30, 1908.

"The standardization of equipment on railroad cars, requiring running boards, ladders, sills, steps and grab irons to be uniform in character and installation, was effected by a law approved April 14, 1910. And by an act approved March 3, 1901, common carriers by railroad are required to render a monthly report to the interstate commerce commission of all accidents resulting in injury to persons. This act was amended and approved May 6, 1910.

"A Federal employers' liability act, applicable to common carriers, repealed the former common law practice of assumption of risk and fellow servant rules, and modified the contributory negligence feature. It also renders void any contract or arrangement made with an employe, waiving his rights to sue for damages or exempting a common carrier from liability for injuries incurred during employment by such employe. This act was approved June 11, 1906; declared unconstitutional in some of its aspects; amended again; approved April 22, 1908, and still further amended and approved April 5, 1910.

"Through the instrumentality of organized workmen an automatic compensation act was passed by Congress May 30, 1908, taking effect August 1, 1908, granting to certain employes of the United States engaged in hazardous occupations the right to receive from it compensation for injuries sustained in the course of their employment, and June 25, 1910, Congress passed a joint resolution providing for the appointment of a commission to investigate the subject matter of employers' liability and compensation to workmen for injuries sustained during employment, with instructions to the commission to report to Congress, through the President, in December, 1911. This commission is now gathering data and has held a number of hearings. With the exception of one or two individuals, all present at the hearings were in favor of an employers' liability and compensation act, the only difference of opinion being on the methods to reach a result."

"What have the States been doing, meanwhile, toward the protection of railway laborers?"

"As the result of organized labor's championship, twenty-one States have enacted automatic coupler and automatic break laws; fifteen States have regulated the height of bridges and wires over tracks, in order that dangerous risks to train crews will be reduced to a minimum; thirteen States have passel laws regulating the number of men to be employed in one train crew, and twenty-six States have enacted laws regulating the maximum hours of service for conductors, trainmen, engineers, firemen and others in the railroad service, such as telegraphers, telephone operators, dispatchers, signalmen, etc."

"What, to date, has been the progress of the eight-hour-day movement?"

"The struggle of American workmen to obtain a normal work day of eight hours is replete with human sacrifice. At first the effort was made by means of legislation, but this means proving slow and cumbersome the workmen were finally compelled to depend upon their own efforts and their economic power. The trade union organizations of labor have therefore been the most potent factor in the shorter work day movement, which has caused the introduction and enactment of eight-hour legislation by Congress (although the Federal eight-hour law is not yet satisfactory to labor) and the several State legislatures. Where such organizations are strong in numbers the eight-hour-day prevails. In some States it is enforced solely by the economic strength of the organization without legislation, and in others it is enforced because of the combination of the economic with the political power exercised by the workers, but in no State where the economic power is weak is there more than a semblance of eight-hour legislation existing and in no State where such a statute exists is it observed, unless the organizations are keenly vigilant. Eight-hour legislation has almost universally failed to be effective, where it has depended solely upon the vigilance of State officials. According to the best obtainable records the first official act concerning a limitation of hours of labor on public works was an executive order by President Van Buren in 1840, providing for a ten-hour day for the shipwrights employed in the navy yard. Between that date and 1860 members of trade unions urged a still shorter work day, the aim usually being eight hours, and in response to this sentiment a short act was approved by President Grant in 1868.

But this act carried no penalty and for that reason was not generally enforced. As a result of protests and combined effort on the part of the organizations of labor the law has been more generally observed by government officials.

"At the instance of organized labor Congress enacted an eight-hour provision in an appropriation bill for the construction of revenue cutters, approved April 21, 1910, and an eight-hour contract provision for the construction of vessels for the navy was also inserted in the navy appropriation bill, approved June 24, 1910. The Navy Department submitted the eight-hour provision to the attorney-general June 30, 1910, for an opinion as to how far the eight-hour condition should be extended and whether the law should apply to all the numerous parts and appliances for installation in the vessels. July 8, 1910, the attorney-general rendered his opinion that the eight-hour provision must be construed to apply simply to work done to the vessel itself at the place where it is built, and not as applying to the manufacture of machinery or other material elsewhere which is to enter into the construction of the vessel.

"This success is partially the result of a determined effort by the organizations of labor since the act of 1892 to have the eight-hour provision extend to all work done for the Federal government by contractors and sub-contractors. The twenty-sixth annual report of the United States civil service commission for the year ending June 30, 1907, the last publication issued, shows a total of 367,794 civilian employes. Practically all of these people enjoy the eight-hour-day, or less.

"In our insular possession, Hawaii has the eight-hour law on public work, which was amended in 1907 by excepting Saturdays, on which five hours constitutes a day's work. In Porto Rico the eight-hour law was enacted in 1904.

"How many of our working men and women now enjoy an eight-hour day?"

"In the building trades industries alone there are 531,500; in the glass and pottery industries, 33,200; in the metal trades industries, 29,050; in mining, smelting and quarrying industries, 395,000; in the printing, binding, engraving and paper making industries, 101,500, and in the miscellaneous industries there is a total of 145,000. Taking these figures, together with the number of Federal employes and with others gleaned from State, county and official records in the census, there is a grand total of 1,682,065 working people enjoying the eight-hour day. It must be remembered, however, that there are many industries which are not organized, but which, as a result of the effort of organized workmen, have adopted the eight-hour day. Therefore it is a safe estimate that as a result of organized efforts there are employed on an eight-hour day basis at the present time no less than 6,500,000."

"What have been the chief achievements or organized labor within the past year?"

"The last year has brought two large contests to a successful close. The New York garment workers' strike, which began in July and closed early in September of last year, was the largest strike of a single trade known in history. The men and women involved in this contest had been reduced to such terrible conditions that no others means of escape could be had save the strike. The seamen's strike, just closing, has been uniformly successful wherever the sailors have engaged in a contest."

I asked, also, the United States Commissioner of Labor, Dr. Charles P. Neill, for a Labor Day message to our wage-earners—a brief statement explaining what has lately been done for them by the executive branch of the government.

"For the past five years," said he, "the Bureau of Labor has been following the policy of conducting its investigations along lines that would likely lead to practical results in the way of improving labor conditions. It has published two comprehensive volumes and a number of special bulletin studies on the working of foreign compensation acts, which have attracted widespread attention and have helped largely to rouse the interest which is now being felt in this country in the question of improving our employers' liability statutes.

"The United States is the most backward of any commercial nation in the matter of the protection it affords wage-earners against accidents and in the laws providing for the workman's remuneration when accidents do occur, but a keen interest has been aroused in this subject, and a number of States are rapidly changing their laws to bring them abreast with the nations that are most progressive in this regard.

"The Bureau of Labor has also conducted one of the most extensive investigations ever made on the subject of woman and child labor, and the results of this investigation are now appearing in a report which will embrace nineteen volumes. The effect of the report is already apparent, and those who are working for better protective legislation for woman and child labor are freely acknowledging the support given to the movement by the facts contained in this report.

"For many years the hours and conditions of employes in the iron and steel industry in the United States have been shockingly bad. The report of the bureau on the conditions in the Bethlehem Steel Works, and its later report, now appearing in sections, showing the conditions in the iron and steel industry of the country, have helped to focus attention on these conditions, which had already been brought to light in the Pittsburg survey.

"Up to a year ago a twelve-hour day for the entire seven days of the week had been the rule for thousands and thousands in the steel industry. As a result of the recent investigation of this industry, a great deal of Sunday work has been cut out, and the Iron and Steel Manufacturers' Association is now discussing a plan by which every employe will secure one day of rest out of each seven."

"Have you not lately commenced some new investigations aimed especially at the benefit of women workers?"

"Yes, the bureau has recently established a division which is devoting itself exclusively to the study of problems growing out of the employment of women in industry. One of the first investigation undertaken by this division was into the occupation of women which require long hours, and the publication of the first study dealing with hours in Chicago brought to light some shameful conditions and assisted in securing the recent legislation in Illino's exteiding the ten-hour law for women to practically all industrial occupations in which they are employed.

"A rather recent study of the bureau carried on in conjunction with the American Association for Labor Legislation brought out so strongly the extent to which phosphorus poisoning endangers operators in the match manufacture in the United States that there was in immediate demand for legislation. As a result of this investigation, the President recommended legislation that would prevent the use of poisonous phosphorus in match manufacture in the United States, and it is likely that such legislation will be enacted within the coming year.

"The bureau is making investigations and has also published important studies on accidents, industrial poisoning and the result of certain occupations in producing tuberculosis. The studies already published and those to be published cannot fail to assist in the movement for the elimination of dangers of this class which unnecessarily beset the workman in his daily task as breadwinner."

(Copyright, 1911, by John Elfreth Watkins.)

SAFETY COUPLERS ARE REQUIRED BY TWENTY-ONE STATES.

THE "SHORTER HOURS FOR WOMEN" CRUSADE IS PROGRESSING.

Forty-four States now have an age limit for the employment of children.

SAMUEL GOMPERS.

CHARLES P. NEILL,
United States Commissioner of Labor.

How to Make a Real Wrinkle Remover

(From Fashion Reporter.)

In these days of cleverly advertised "beautifiers" of 57 varieties and more, it is hard for any woman to believe that she can make a simple home remedy which will do her much more good, and cost her much less than the average made preparation. Take the subject of wrinkles, for instance. There is nothing in the world so effective for removing or preventing wrinkles, baggy cheeks and double chins, as a solution of saxolite and witch hazel.

Get an ounce of pure powdered saxolite from any drug store, dissolve the full ounce in a half pint of witch hazel and use the mixture daily as a refreshing lotion. The quick and satisfactory results will surprise you. Even after the very first application there is a marked improvement. The wrinkles are less in evidence and the face has a firm, "solid" feeling that is very comforting.

IN TOUCH WITH FRIENDS *and* RELATIVES

A GRANDMOTHER may not be as spry as she used to be, but she is in close touch with her world for all that.

The telephone enables her to make as many calls as she pleases, and in all sorts of weather.

Formal gatherings have their place, but it is the many little intimate visits over the telephone that keep people young and interested.

Grandmother's telephone visits do not stop with her own town. The Long Distance Service of the Bell Telephone takes her to other towns, and allows relatives and friends to chat with her although hundreds of miles away.

Are YOU a subscriber?

SOUTHERN BELL TEL. & TEL. COMPANY OF VIRGINIA.

Every Bell Telephone is the Center of the System. 17

after a visit of several days in the home of Mr. R. T. West.

Mrs. Julia A. Rogers, of Petersburg, is visiting her daughter, Mrs. O. E. Parsons, on South Copperhaunk Avenue.

Mrs. P. T. Spratley, of Newport News, is the guest of Mrs. S. B. Spratley, at the Central Hotel.

Miss Grace W. West, who has been visiting friends in Beckley, W. Va., for the past three weeks, returned home to-day.

Oscar H. West and Chambliss Moore will leave to-morrow for the Virginia Military Institute, where they will pursue their studies for the ensuing year.

Mrs. Effie Perkinson, of Washington, D. C., is a guest in the home of her sister, Mrs. J. E. Burton on Railroad Avenue.

Sheriff Joe D. Prince of Gray, and J. M. Tyus, of Loco, were in Waverly this week.

Miss Elsie Wilcox is confined to her bed at the home of her father J. E. Wilcox, on Copperhaunk Avenue.

Mayor R. W. Arnold, who has been vacating at Ocean View, returned to his home in Waverly on yesterday.

Mrs. E. L. Gray is visiting friends and relatives at Portsmouth, Va.

Asheville Social News

[Special to The Times-Dispatch.]

Asheville, N. C., September 2.—Ashevillians are greatly interested in the announcement of the engagement of Miss Robena Redmon and George M. Pritchard, of Marshall, whose marriage in the early fall will be one of the leading social events of that town. Mr. Pritchard is the son of United States Judge Jater C. Pritchard, of this city, and is well known in Asheville. He is a graduate of the University of North Carolina and the law South Carolina. He has been practicing law at Marshall since his graduation. Miss Redmon is the daughter of Mr. and Mrs. J. J. Redmon, and has many friends in Asheville. She graduated from Greensboro Female College, and is a most attractive young woman. Invitations to the marriage will be issued within a short time.

Dr. W. M. Vines, who, for the past three years has been the pastor of the First Baptist Church, of this city, but who left Wednesday for his new home at St. Joseph, Mo., where he has accepted a call to the First Baptist Church, of that city, was the guest of honor at a banquet tendered by the Buncombe County Ministerial Association in the banquet room of the Swannanoa-Berkeley Hotel Monday afternoon. The affair was informal and was greatly enjoyed.

Miss Sarah West was hostess to a number of her friends Friday evening at her home on Chestnut Street, at a porch party which was given complimentary to Miss Rebecca Durhing, of Philadelphia, who is an Asheville visitor during the summer season. The large veranda of the West home were illuminated with Japanese lanterns, and the young folks who were the guests of Miss West, cooked a delightful supper on chafing dishes. Those present were Mis Eleanor Swift, of Wilmington, Del.; Miss Pauline Paquin, Miss Emily Campbell, Miss Mary Louise Swoope, Miss Eleanor Raoul, Miss Theresa Chapman, Miss Helen Chapman, J. Pendleton King, Captain Weston Merriweather, Harold Seymour, Charles Hilliard, Henry Newman, Lockwood Perry, Egbert Silvernail, Roy Watson, Ned West and Thos. Pearson.

A camping party composed of Misses Mary Stikeleather, Lalage Oates, Emma Gudger and Sarah Gossett, of Anderson, S. C., and Brewster Chapman, Herman Gudger and Francis Gudger returned to the city the early part of the week, from Toxaway, where they spent spent several days enjoying camp life at the Chapman lodge at that place.

Miss Cecilie Henry entertained a number of the members of the younger set at her home on Oak Street Saturday evening at a chafing dish party. The party was given in the sun parlor, which was decorated for the occasion with trailing grape vines and huge clusters of grapes. The chafing dishes were used early and often and produced many varieties of delicious candies.

A number of the members of the younger set enjoyed a pleasant afternoon on Thursday, as the guests of Miss Helen Nichols, who entertained most charmingly in honor of Miss Caroline Hackney, at a hearts dice party. The guest of honor prize was awarded to Miss Hackney, while Miss Helen Neeley was the fortunate winner of the guests' prize. At the conclusion of the games, delightful refreshments were served. Miss Nichols's guests were Misses Bess Brewer, Elizabeth Robinon, Mary Webster, Caroline Hackney, of Lexington, Isabelle Harris, Mary Franklin Shuford, Gladys Pugh, Helen and Elizabeth Moore, Eleanor Vanhook, Helen Philips, Dorothy Weaver, Dorothy Parker, Sara Carter, Hannah Jones and Helen Neeley.

In honor of her guest, Miss Fionnie Went, of Charlotte, Miss Irene Caldwell entertained a number of her friends Thursday evening at her home on French Broad Avenue. A number of games were played, refreshments were served and delightful music was rendered. About twenty-five guests enjoyed the evening with Miss Caldwell and were pleased to meet Miss Went.

Malvern Hill Social News

[Special to The Times-Dispatch.]

Malvern Hill, Va., September 2.—A meeting of all the Sunday schools of Charles City county was held at Bethany Church on Friday last. The occasion was a pleasant one, and a large number of people were present. Addresses were made by Rev. D. W. Jackson, Mr. Scott, of Richmond; Hon. L. M. Nance and J. W. Foster. C. L. Babcock presided over the meeting and J. W. Binns acted as secretary.

A dinner was served on the grounds, it having been provided by the ladies.

Miss Christine McCann and Charles McCann, of Norfolk, are the guests of Miss Lavinia Carter, at "The Mill."

Mrs. Mary M. Drewery, of Edgewood, and niece, Miss Mamie Ruffin, of Evelynton, who have been at Massanetta Springs for the past month, left this week for Orkney Springs, where they will spend several weeks.

Mrs. John E. Mitchell and little granddaughter, Miss Elizabeth Harrison, of "The Cottage," and Mrs. William C. Willcox, of "Bel Air," are the guests of relatives in Lexington.

J. M. Bell, of River View, has returned from a trip to Richmond.

Mrs. H. S. Saunders entertained at her home, "Upper Shirley," on Tuesday evening. Among the invited guests were: Mrs. Henry W. Simes, of Philadelphia, Pa.; Mrs. S. A. Clark and Mrs. Thomas W. Clark, of "Hardens"; Mr. and Mrs. James M. Bell, of "River View," and John E. Mitchell, of "The Cottage."

Waverly Social News

[Special to The Times-Dispatch.]

Waverly, Va., September 2.—Miss Charlton Sculley, of Long View, Tex., is the guest of Mrs. H. A. Gray, on West Main Street.

Mr. and Mrs. John W. West and son, John, Jr., returned home to-day after a two weeks' stay at Pulaski, Va.

Mr. and Mrs. Edwin W. Beale, of Franklin, are visiting in the home of R. T. West, on Copperhaunk Avenue.

Mrs. W. O. Rogers and children, of Surry, visited Mrs. B. E. Livesay this week on Main Street.

Mrs. Thomas Newman and sons, of Newport News, returned home to-day

Powhatan Social News

[Special to The Times-Dispatch.]

Powhatan, Va., September 2.—Clifford J. Flanagan spent Sunday with his mother here.

Mr. and Mrs. W. K. Davis, of Richmond, visited relatives in the village last week.

Miss Annie Belle Crump, of this place, is spending a few days with friends and relatives in Ashland.

Miss Mattie Gilman left Monday to visit friends in Richmond.

Mrs. Austin Gills and little son, of Richmond, visited relatives in the village last week.

Miss Dorothy Justis returned to her home here yesterday, after spending a few days in Richmond.

Miss Louise Weiserger returned to her home in South Richmond a few days ago, after a visit to Miss Gay Miller, of this place.

John Grubbs, of Richmond, spent Sunday with his daughter, Mrs. R. D. Tucker, of this place.

Misses Louise and Alice Reynolds are visiting frnends in Goochland this week.

Miss Dallas Goode is visiting relatives at Westhampton.

CHILD MORTALITY IN SUMMER

Every summer the newspapers are full of horrifying stories of the death list among infants and children and extremely old people. In nursing infants and children still being fed largely on milk this is usually due to the quality of the milk itself, and in aged people to a general weakening of the system because of extreme heat. Still, a great many of the deaths are due to digestive trouble, and these can usually be avoided by the timely use of a reliable laxative-tonic. There is no remedy for this purpose that lends itself better to the uses of children and aged people than Dr. Caldwell's Syrup Pepsin, which for a generation has been the reliance of thousands of mothers and which is gaining in favor every year. This remedy, unlike a purgative, salt, laxative water or "infant medicine," contains nothing that is dangerous to the health of the weakest or youngest person, and its repeated use does not form a habit, as is the case with narcotic remedies for children. Go to your druggist this very day and buy a 50-cent or $1.00 bottle, and like thousands of other parents, keep it on hand for an emergency. You can obtain a FREE SAMPLE BOTTLE by addressing

USE DR. CALDWELL'S SYRUP PEPSIN

DR. W. B. CALDWELL, 400 Caldwell Bldg., Monticello, Ill.