

# The Increased Cost of Living Discussed by Local Labor Leaders

Looking back over a period of ten years, Tacoma working men fall to see why times are any better than they were a decade ago. The only advantage to be noticed in most lines is that more men are working, but this is owing to the fact that the city has grown rather than to any other source.

"The wages we receive today are practically the same as ten years ago," said a well known carpenter to the Times. "The cost of living has gone up about 30 per cent, perhaps more. Every man who is employed in any capacity in the building trades will tell you that the cost of living has gone up with leaps and bounds in the past ten years."

**Cannot Account For It.**

"No, I cannot account for it. I am told by my grocer and my butcher that they are not making the money now that they were ten years ago. The man who raises stock for the market says that he is not getting any more for his cattle now than he was ten years ago."

"Where does the money go? I am afraid you will have to ask the meat trust. And the trust won't talk."

"What effect does the increased cost of living have on the workman? With the building statistics. You will find your answer there. Go back ten years and see the number of permits that were being taken out for cottages. There are few good workmen who do not feel like owning their own homes. They dream from day to day of the time when they will stop paying rent. Few of them are realizing that dream in the last three or four years. They can't afford it."

**Economize in Other Ways.**

"We have to economize in other ways, also. I know that in my family a few years ago we had some luxuries that we cannot afford today. It is lucky that cheap shows came into existence about the time the cost of living began going up. Otherwise we would not visit the theaters often. The high-priced plays are out of reach now."

Other workmen talked in the same strain as did the carpenter. Ironworkers have had no increase in wages in ten years. In some cases the common laborer is getting more than he did ten years ago, but the percentage of increase is far below the increased cost of existence.

**Wages Practically the Same.**

Aside from railroad trainmen, who have had a couple of increases in the last half score years, all railroad employees are working for the same money that they were ten years ago. Train dispatchers have received no increase. Railroad telegraph operators obtained a slight advance a few years ago and their hours of work was shortened by law. Commercial telegraph operators are working for less than they received five years ago.

**Profits Falling Off.**

"I am handling just as much stock as I was 10 years ago," said a Tacoma grocer, "but my profits are not as great. The cost of rent has gone up and my expenses have been advanced in other ways. My books will show the truth of my assertion. I do not know what the trouble is. The trusts are blamed."

"No, the average working man is not buying as many luxuries today as he was ten years ago. In fact luxuries are a drug on the shelves. The demand today is for the staples."

**Farmers Buy Autos.**

The farmer is not saying much. "Crops are good and prices are fair," said a valley rancher who had just stepped into a garage on Pacific avenue to look at a new auto that he was thinking of buying. "I know that the cost of living is higher than it was ten years ago. Clothes cost more, sugar costs more, in fact everything we have to buy costs more. Cattle are little higher than they were ten years ago; it's the same with hogs. But vegetables and fruits are bringing good money."

"No, I hadn't thought so much of automobiles ten years ago. Anyhow they were scarce and high priced then." The rancher turned away and said to the auto man:

"I rather like the looks of that car. Show me what it will do." It was a \$5,000 machine.

## WILL FIX TIME FOR VOTE ON CHARTER

Councilman Turnbull, chairman of the elections committee in the council, expects to call up the matter of fixing the time for voting on the new charter Wednesday night.

It will have to be set ahead at least 30 days so it can be advertised. Sentiment appears to be growing in favor of the new charter, especially in the last week, since the revelations with reference to the council's financial situation is made apparent, and in view of its juggling with the water question.

A number of citizens in the last few days have been declaring themselves in favor of abolishing the whole council in the hope of cutting down the taxes.

## HOW COST OF LIVING HAS SHOT UP DURING 13 YEARS

**Expert Shows That the General Average is More Than 49 Per Cent, But on Such Luxuries as Newlywed's Little Home the Increased Cost Is About 100 Per Cent.**

There is nothing above the sea or under the sea that interests—that comes home to the American people today—more than the increased cost of living.

This nation has passed through 13 generally fat years; fat crops and fat pocketbooks for the Harrimans, for the Morgans and for all the trusts and monopolies. But they have also been 13 years of fat prices that the everyday city man has had to pay, and 13 years of lean tables for him who couldn't.

With this article the Times presents today a table prepared by an expert, showing just how prices have advanced during those 13 "fat" years on the commodities that all of us must have. Compare the figures of 1896 with those of 1909, and you find that the increase is 49.1 per cent in 13 years, which means that the dollar you had in 1896 must be over \$1.49 now to get the same distance. But the average of 49.1 doesn't tell the whole story. Just look over that table for a minute. Newlywed isn't thinking altogether about food and clothing. He wants to build a little house. If he had married 13 years ago, good hemlock lumber for that house would have cost him \$11 per 1000 feet. Today it costs \$20.50—an increase of nearly 100 per cent!

It's a kitchen problem, too—this increased cost of living. There are 48 commodities on this list that are higher now than they were a year ago today, and they are what are called CONSUMER'S goods—the kind that the workingman buys the most of. Included in this list are flour, eggs, pork, mutton chops, cheese and other eatables.

In the first column are the figures for 1896. This was just three years after the panic of 1893. Times were piping and things were supposed to be "high" then. But were they? Look at the present prices and you can see that they were not compared with what things cost today.

In Tacoma paid \$1.50 a yard for cloth that he now pays \$3.75 for. "And it's not worth \$1," he told a reporter for the Times.

The hog was "just a hawg" in 1896. Now he can give a royal grunt, for he is worth nearly THREE TIMES as much as he was then, even before the squeal was taken out of him by the heartless stockyard folks in Chicago. That is all they leave out of the hog, you know, when they get through with him. Everything but the squeal is turned into money.

There is little comfort in what the future holds forth, either, if we believe experts and look at the figures in the Aldrich tariff bill. In the markets there's an impression that there will be further advances in all wholesale lines and that before the end of the year it will cost more to live than ever before in the history of the world.

This is the age of aeroplanes, autos, splendor and devil-may-care expenditures for clothes and luxuries.

Who pays? Probably YOU do, and you can tell just about how much you pay, and who gets it, by looking at the list which follows:

	1896	1900	1907	1909
Beef carcasses (Chicago) per lb.	.0375	.0425	.0475	.0525
Hogs, carcasses (Chicago) per lb.	.0375	.0425	.0475	.0525
Mutton carcasses (Chicago) per lb.	.0550	.0625	.0700	.0775
Milk (New York) per qt.	.0400	.0450	.0500	.0550
Eggs, State, fresh (New York) doz.	.125	.150	.175	.200
Bread (New York) per loaf.	.04	.04	.04	.04
Butter, family, per lb.	.1100	.1500	.1850	.2175
Pork, per bbl.	8.25	11.00	15.00	14.00
Bacon, short ribs, smoked (Chi.) lb.	.0437	.0625	.0962	.1175
Lard, Western, per lb.	.0425	.0625	.0975	.1160
Butter, creamery, State, best, per lb.	.15	.25	.335	.37
Cheese, choice, factory, per lb.	.0652	.1275	.15	.1425
Mackerel (Boston) per bbl.	20.00	28.00	28.00	19.00
Codfish, large, dried, per quintal.	4.00	4.50	8.00	7.00
Coffee, Rio, per lb.	.15	.0837	.0725	.0712
Sugar, granulated, per lb.	.0457	.0515	.046	.0485
Tea, Formosa Oolong, per lb.	.18	.255	.185	.17
Molasses, New Orleans, per gal.	.32	.37	.37	.37
Salt, fine domestic, sacks, 24 lbs.	.75	1.05	.98	.81
Rice, domestic, good, per lb.	.0475	.0425	.0512	.055
Beans (New York) per bu.	1.15	2.25	2.175	3.05
Peas, choice (New York) per bu.	1.05	1.30	1.50	1.95
Potatoes, eastern, per 150 lbs.	.75	1.50	1.50	1.75
Apples (State) per bbl.	4.50	4.50	2.90	2.50
Cranberries, Cape Cod, fancy, bbl.	8.00	8.00	6.50	6.00
Peanuts, best Virginia, in hull, lb.	.0475	.035	.0525	.045
Lemons, choice, per box of 300.	3.00	2.10	3.00	4.25
Raisins, layer, per lb.	.065	.0775	.0925	.065
Currants, new dried, per lb.	.0325	.045	.0725	.0575
Wheat, red winter, per bu.	.6437	.7512	.83	1.20
Corn, mixed, per bu.	.3362	.40	.575	.80
Oats, mixed, per bu.	.235	.285	.475	.525
Barley (Milwaukee) per bu.	.30	.46	.65	.65
Rye, Western, per bu.	.375	.61	.70	.86
Flour, straight winter, per bbl.	3.25	3.40	3.35	6.00
Petroleum oil, crude, per bbl.	1.16	1.68	1.83	1.55
Petroleum, refined, in cases, per gal.	.078	.099	.075	.085
Lined oil, per gal.	.37	.56	.41	.61
Cottonseed oil, crude, per lb.	.023	.0426	.066	.0555
Castor oil, per lb.	.095	.115	.11	.10
Olive oil, Italian, per gal.	.49	.59	.78	1.20
Anthracite coal, stove size, per ton.	4.25	4.25	5.00	4.90
Bituminous coal, per ton.	2.75	3.50	3.20	3.05
Southern coke, per ton.	2.00	4.20	6.00	4.00
Cotton, per lb.	.0743	.0825	.1125	.1310
Wool washed (Boston) per lb.	.18	.34	.32	.34
Wool, super combing, per lb. scoured.	.48	.90	.85	.85
Hemp, Manila, per lb.	.0425	.145	.082	.08
Jute, average of grades, per lb.	.0268	.0375	.0575	.03
Flax, New Zealand, per lb.	.0225	.085	.09	.0525
Print cloth, per yard.	.0243	.0225	.045	.0243
Standard sheetings, per yard.	.0537	.0625	.08	.07
Ginghams, Amoskeag staple, per yd.	.05	.055	.075	.055
Cotton sheetings, three yards, per yd.	.0475	.0575	.0687	.0475
Alcohol, 94 per cent, per gal.	2.33	2.40	2.47	2.63
Rubber, fine new, per lb.	.31	1.08	1.22	1.98
Tobacco, burley, per lb.	.11	.095	.14	.125
Native steer hides, per lb.	.085	.1325	.1475	.17
Hemlock packer, middleweight, lb.	.18	.25	.31	.31
Pine, yellow, per thousand.	17.00	22.00	28.00	23.00
Timber, eastern spruce per thousand.	15.00	21.50	24.00	24.00
Timber, hemlock, per thousand.	11.00	18.00	22.00	20.50

## DAILY TIMES' MOVING PICTURES



Here is a moving picture from the other side of life. It shows an old blind beggar who lives in Hoboken, N. J., and has a dog. The dog is the "eyes" of the blind man and gathers up pennies and nickels and dimes for his master. The dog can smoke a pipe and do cute tricks. The old beggar is an aristocrat, for he wears a fur overcoat even on the hottest days.

Thousands of persons have watched those two—the blind old man and his "eyes," as they seek aid. The man, superior in thought, sits idly by while his faithful dog makes his money for him.

## Harriman's Three Experts to Rule Wizard's Mighty Railroad Empire



THE GREATEST GAME IN THE WORLD—HOW MESSRS. LOVETT, LOREE AND KRUTTSCHNITT WILL KEEP UP HARRIMAN'S RAILROAD ENTERPRISE WHEN WIZARD RETIRES.

**NEW YORK, Sept. 4.**—Three men will rule the great Harriman railroad province when the wizard himself, now on the decline of life's activity, gives up the reins.

Robt. S. Lovett, L. F. Loree and Julius Kruttschnitt are the triumvirate. All have been in Harriman's cabinet; each is a master in his own line. As the Harriman railroads span the distance from ocean to ocean, so must these men, working miles apart but in harmony, rule their great business from New York to San Francisco.

All the three, working together, will be satisfied of success if they succeed in doing what ONE MAN has done before them.

"I know one man who is an exception to every rule," Loree said once. "That man is Harriman—he never has had a failure."

In New York Lovett, from his Wall st. offices, will control the huge financial and legal ends of the greatest railroad system in the world.

At his desk in the Railway Exchange building in Chicago, L. F. Loree will wield power over the executive end of the Harriman lines, and in San Francisco will be Kruttschnitt, "the master builder" who made great trunk lines out of scrap piles that Harriman bought.

Each will have an assistant, little less noted than the leader themselves. Lovett will be aided by Alex. Miller, Harriman's confidential man. Loree will have John C. Stubbs, traffic expert, at his right hand; and in California, which Harriman virtually has ruled, E. E. Calvin will help Kruttschnitt control a network of tracks.

Lovett's career is the most romantic of any great lawyer's. He was growing on his father's farm near Shepard, Tex., 35 years ago. He saw a narrow gauge railroad, and from that time on was interested in railroads. His education was like Abraham Lincoln's—snatched at random on the farm, until he showed that he was fit for a fight with any earnest young man in the state.

"Some day," Lovett told his boy friends, "I'll own that road." He studied law at night and carried horses by day. Then he got work in the railroad's offices and was admitted to practice. Just four years later Lovett was president of the Houston & Texas Central.

Within a few years he came to New York as Harriman's general counsel. Wall st. laughed at the tall Texan. "We'll have to take of his sharp corners," they said. They never have. They never will. It is Lovett who has done the side-swiping when any financial clash has occurred in the house of Harriman. The scoffers were "stung." He is a six-footer and a sphinx, especially at present.

Leonor Fresnell Loree is a railroad man—a railroad aristocrat. His life has been marked by a few failures, but they were the kind that lifted him higher and made his foes sorry. He started with a surveyor's chain on the Pennsylvania. Finally he became president of the Baltimore & Ohio. That bluff old man, Judge Wm. H. Moore, wanted Loree to head the Rock Island.

"What salary do you think's right?" asked Moore.

"Half a million a year," was Loree's reply.

"Done," said the judge, and he wrote out a contract that Loree was to get that salary for a term of years, whether he made good or not. The railroad insured Loree's life for a fabulous sum.

Loree wanted the Rock Island to be gorged with freight—he wanted tonnage. Moore wanted the road built up. Loree quit, but got his big salary just the same. Loree thought he was right, for there was Harriman doing the same thing—going after traffic first, building up his roads later.

Harriman and Loree became friends and got together. Now Loree heads the Delaware & Hudson, one of the most profitable roads in the country.

Julius Kruttschnitt was a boy with an ambition. He, like Loree, held a surveyor's chain along a railroad right of way. He rose and rose, but always boasted he could drive a spike or saw a rail with the best of section men. Ever since Harriman linked

## STEAMER GOES ASHORE

**BIG SHIP WILL PROBABLY BE TOTAL LOSS—PASSENGERS TAKEN OFF.**

(By United Press Leased Wire.)

**HALIFAX, N. S., Sept. 6.**—The Allen liner Laurentian has gone ashore at Cape Race and probably will be a total loss. Heavy seas are pounding the vessel, and it is thought she cannot withstand them long. All the passengers have been landed safely.

The Laurentian is an iron steamer of 2,835 tons net. She is 400 feet long, 42.2 feet in breadth and 35.5 feet in depth. She is commanded by Captain H. Imrie, and has been running between New York and Glasgow.

Guns and ammunition at E. E. Peterson, 924 Tacoma Ave. \*\*\*

## COLORADO MINES ARE FLOODED

(By United Press Leased Wire.)

**TELLURIDE, Col., Sept. 6.**—As the result of a cloudburst which occurred here yesterday, nearly every mine in the San Miguel district is shut down today because the mountain torrents broke the power company's dams in the San Miguel river.

Bridges of both the railroad and wagon roads are washed out for twenty miles down the stream, and thousands of dollars' worth of damage has been done. The Illinois power plant was washed out completely.

Guns and ammunition at E. E. Peterson, 924 Tacoma Ave. \*\*\*

## TACOMA ENGINEER IS KILLED IN COLLISION

Fred E. Warren, of East Thirty-sixth and J streets, employed as an engineer on the Northern Pacific, was killed, and Charles Stauffer badly injured in a terrible head-on collision on the Northern Pacific tracks at Olympia Saturday afternoon.

Conductor Van Kleeck of Tacoma had orders to take his local freight train into this city. He backed it out on the block to get a good start through the tunnel and up the hill, and while on the switch it crashed into a lumber train being shoved by the switch.

Jake Heeter, conductor on the lumber train, just saw the danger in time to jump and save himself.

Warren had no chance of escape. He was pulled out of the wreckage badly mutilated but still alive and rushed to St. Peter's hospital at Olympia, where he died yesterday.

Both engines were damaged, the lighter lumber engine being completely wrecked. Three cars were also wrecked.

Warren had been in the employ of the N. P. company for twenty years.

## IS KILLED BY RACING AUTO

(By United Press Leased Wire.)

**NEW YORK, Sept. 6.**—Joseph Elsingfer, a merchant, was instantly killed today, and Henry Clausen fatally injured, when Millionaire William Hobby's racing automobile became unmanageable and turned turtle in a ditch. Hobby and Sydney Chase, the chauffeur, were seriously hurt.

## TAFT DIDN'T SAY A WORD

(By United Press Leased Wire.)

**BEVERLY, Mass., Sept. 6.**—It was officially denied today that President Taft had ordered the Pressed Steel Car company of Pittsburg to arbitrate its differences with the five thousand striking workmen. It was declared that the matter had not been called to the attention of President Taft, and that he had in no way interfered.

Guns and ammunition at E. E. Peterson, 924 Tacoma Ave. \*\*\*

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# Mr. Merchant

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