



A Happy, Prosperous and Successful New Year is the wish of
The Denver Labor Bulletin to its readers



Covers the
Labor
Field Like
the Dew

DENVER LABOR BULLETIN

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Truthful
Progressive

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THE NEW POLITICAL LABOR PARTY ABSORBING TOPIC IN WASHINGTON

In the Coming Reconstruction and Readjustment, Concerted Political Action of the Workers Will Be More Necessary Than Ever Before to Bring About the Desired Results.

By LAURENCE TODD,
(Special Representative The Denver Labor Bulletin.)

Washington, Dec. 29.—Out of the first 189 local unions affiliated with the Chicago Federation of Labor to take a referendum vote upon the establishment of the Independent Labor party with a complete and permanent precinct organization, and supporting "Labor's Fourteen Points" as its platform, only eight or nine have failed to give it their approval. That is the word brought here by Secretary Ed. Nockels, who is one of the prime movers in this plan. A similar referendum is now being taken by the Illinois State Federation of Labor among all its affiliated locals and central bodies, since the convention of the State Federation voted unanimously to organize the political movement throughout the entire state.

"If we have guessed right as to what the membership will do," said Nockels, "we shall win the spring campaign for control of the municipal government of Chicago. If we have guessed wrong, then we who started this movement have lost our heads. The organized labor movement of Chicago has enough votes to win whenever it gets ready to cast them for its own candidates. We have proposed a program—a platform. We have asked the membership to stand together for that program. If they do, as we believe they will, then our judgment will have been endorsed. We thought the membership of the unions were ready to act. The referendum thus far seems to show we were right."

Among the other big industrial centers that have followed the lead of Chicago in this regard, Detroit may now be counted. Its central labor body has endorsed the plan "in principle," and has ordered that a program be drafted and submitted for discussion. Conference of the liberal forces, to be held here January 9 to 11. Russell was invited to tell what he thought would have to be done toward reconstruction in America.

"Congress is trusting to luck," said Russell. "England is not. In England and in France and Italy they are working hard on these problems of demobilization. They know that it will be mighty dangerous to try to 'muddle thru.' Congress ought to know that it is dangerous to try to 'muddle thru' the turning of three or four millions of soldiers back into civil life without a definite plan to safeguard them against unemployment. Our situation is not so serious as England's, but believe me it will be serious enough before we are thru."

"England has agreed to keep every soldier upon the nation's payroll until a suitable job is found for him. England has discovered that her working people are not going to agree to any reduction in the standard of living that they have reached during the war. Men in some of the trades have been making dollars where they used to earn shillings. They have learned to live better than they ever dreamed of living before the war. Their children are getting better food, better clothes, some are even getting music lessons, and there are thousands of pianos today in the homes of British wage-earners—a thing unheard of before 1914."

"At the same time, the jobs of the millions of soldiers have been taken. More than a million and a quarter of women have gone into industries where no women were employed before the war. Women now vote in Britain, and they cannot be put out of their jobs by a wave of the hand. Industry must be reorganized on a basis which will permit the returned soldiers, and the workers who have been employed in the industries during the war, all to be taken care of. The government has got to see that that is done."

"But the manufacturers in England are declaring that unless the wages come down, unless the workers will go back to the lower standard of living that prevailed before the war, they will not employ them."

(Continued on Page Four)

TEXTILE WORKERS WANT EIGHT HOURS

ORGANIZATION IS THEIR
ONLY SALVATION.

Legislation to Shorten Hours of Labor Has Not Proven the Success Anticipated and Workers Must Look to New Remedies.

That our eight-hour day can only be obtained through the organization of the workers and not their legislation becomes plainer every day. The United Textile Workers of America have just issued a circular letter to their membership explaining that their only safeguard for better working conditions depends upon organization. The letter reads as follows:

New York, Dec. 18, 1918.
Dear Sir and Brother:
At the convention of the United Textile Workers of America, held in New York City during the week beginning November 18, 1918, a resolution was unanimously adopted to make a demand on all employers for an eight-hour day for textile workers to go into effect February 3rd, 1919. We realize that if we depend upon legislation to secure a shorter work day for the hundreds of thousands of women and children employed in the textile industry, the eight-hour day will never come. Even if such law were secured by Federal Legislation, it would undoubtedly meet the same fate as the National Child Labor Law which was recently declared unconstitutional by the Supreme Court of the United States.

The United Textile Workers of America are therefore determined to depend upon their economic efforts, backed up by the co-operation of the Trade Union Movement of the country, and its friends, to bring about this humane and ideal work day for all those employed in the textile mills in the country.

Working behind walls where in many places the sunshine never penetrates and where fresh air is shut out by closed windows, under hygienic conditions that are not always conducive to health, no one, unless governed by sordid and selfish motives would attempt to deny that if any class of workers are entitled to the eight-hour day, surely it is the textile workers. We therefore earnestly request that your body give this eight-hour campaign your hearty endorsement and support, and we further request that you appoint a special committee to render all possible assistance in this campaign for the eight-hour day for all textile workers on February 3rd, 1919.

Fraternally yours,
JOHN GOLDEN,
International President.
SARA A. CONBOY,
International Secretary-Treasurer.
UNITED TEXTILE WORKERS OF AMERICA.

SECRETARY WILSON REQUESTS CONTINUANCE OF LABOR BOARD

The continuance of the National War Labor Board until the definite arrival of peace has been requested by Secretary of Labor Wilson in the following letter to the board dated November 21:

"While an armistice has been declared, we have not yet reached the status of peace. That will not be reached until the president's proclamation has been issued after the peace treaties have been signed and approved by the senate. In the meantime many problems of production and readjustment will have to be dealt with. For these reasons it is desired that the National War Labor Board continue its activities."

66,000 WOMEN PLACED BY SERVICE IN OCTOBER.

The extent to which the women's employment activities of the United States Employment service have grown is indicated by the fact that in October alone the service made more than 66,000 placements for women.

With the support of the women's organizations of the country, it is expected that the employment service will be increasingly useful in the future development of the women in industry movement.

Build the Moffat Tunnel by Popular Subscription It's a Safe Investment and Will Benefit All

The building of the Moffat Tunnel is again before the Denver Public. This time it comes as a war reconstruction measure and financed by popular subscriptions. This plan is outlined by Thos. F. Dawson to the Civic and Commercial Association. Organized labor of Denver always has been in favor of building the tunnel and is now ready and willing to lend all aid in their power to the project. In a recent article on the subject Mr. Dawson said in part:

Like others, I was pleased at the announcement that the national government had decided to take over the Moffat road. I do not doubt that the line will be put in better condition for the transaction of business than it has been for some time. But, much as the government may do, it is hard to be expected that it will do the one thing essential to the success of the road and the one thing necessary in the interest of the people of northern Colorado. That thing is the construction of the James Peak tunnel.

I speak without authority, but from firm conviction, when I say that the United States cannot be depended upon to construct the tunnel. I shall not undertake to give my reasons for this statement, but will devote myself to the question of the alternative proposition that Colorado must face the problem of tunnel construction itself—not only must face it, but must solve it.

While in Colorado recently I journeyed over a large portion of the Moffat line and was impressed more than I ever had been before by the vast possibilities of the region beyond the range—the over the top region. In many respects it is one of the most attractive portions of the whole, and with the proper facilities it will show a magical development.

This no one can doubt who gives the least study to the great coal and oil deposits, who investigates the agricultural possibilities, or who penetrates in the most casual way the wonderful stock ranges hidden away in the valleys and one the mesas. In all these there is wealth untold, and it lies at Denver's door.

The Salt Lake road has done much already to justify the vision of its originator. But it has failed to do all that it might do, and all because of the difficulty of its grades. If this were an insurmountable obstacle we Colorado people might be justified in accepting the situation. But it is not. There is nothing insurmountable about it. Only a single mountain range stands in the way. We have gone OVER the range, but that course has proved incapable of producing the best results. We have got to go THRU it. That is the situation and the time has come to face it.

Other Efforts Failed.
Of course, I am not unaware of the fact that effort already has been made to that end. But I also know of the failure of these efforts—all efforts to have the state or the city do the work. I am firmly convinced that the way to do it is to do as was done in the case of the other roads—to do it in the good old way, as we did when, under the leadership of Governor Evans, General Palmer and Mr. Moffat, we went down into our pockets and raised

the money without state, municipal or national help. I have a plan. My plan is to do the job by means of popular subscription. This is not quite the way it was done in the other instances, but in the old days the men of wealth did not seem to be so much impressed with their investments as they do now. I don't believe that any of the Colorado road builders lost money, and I believe that the builders of the proposed tunnel would receive good returns on their investment; but certainly if any of the wealthy men were disposed to take the front and take up the task they have had abundant opportunity. Their failure is the opportunity of the masses.

Let Everybody Help.
Let us common people build the Moffat tunnel and thus open the great Northwestern Golconda to Denver and the people of the Northern counties. I get my idea from the methods pursued in connection with the Government loans. These loans owe their success largely to their popularity with the people of moderate or small means; they have demonstrated the wealth of the unrich. More than that, they have developed the fact of the public spirit and patriotism of this class. They have shown that when there is sufficient magnetism money can be drawn out of unexpected places. It has been shown that almost anything can be done that should be done. I believe that a drive organized much on the lines of the Liberty Bond drives would insure the tunnel within very short order.

The Denver Labor Bulletin is one of the brightest and best of our many valued exchanges and is deserving of success and prosperity under its new management.—Newark Leader.

CONSERVING NATION'S LABOR POWER

By JOHN MITCHELL,
Former President United Mine Workers; Chairman New York Industrial Commission and State Food Administrator.

The great war has sent across the nation a wave of realization that human life is not cheap, but dear; that labor is no longer to be exploited and cast aside, but safeguarded as our most valuable resource.

We have successfully resisted misguided and unjustifiable attempts to overthrow the protective standards of working and living built up thru long years of intelligent effort—attempts that were made under cover of "war necessity" right in the face of President Wilson's declaration to the country that no such necessity had appeared.

We are extending and improving the protection of workmen's compensation, and while, of course, we have made mistakes in the past we are only too glad to admit it. If possibly we fix too low a rate or too high a rate—too high for the conditions of the company and too low for the real exigencies under which the men have worked—there is this to be said, that the street railway men ought to realize that; but I think we have the right to say that we have found them underpaid everywhere. We found that they had been underpaid by reason of a situation in the public service companies that had pressed them down to something that was quite unjust, and the general range of our rulings has been to bring them up, quite beyond, probably, what they would have been had our board not been instituted and that has brought about a financial situation in the companies that is deplorable, but that does not make us feel that we are at all departing from equity in what we have done in the raising of these wages, for the reason that the low wages for the men have been the result of an unsound economic policy which the street railways have got to reform or go to the wall."

STREET CAR MEN UNDERPAID.

In the course of a hearing on a street railway case, Joint Chairman Taft of the national war labor board said:

"Mr. Walsh and I have had a great deal of experience in fixing these wages, and while, of course, we have made mistakes in the past we are only too glad to admit it. If possibly we fix too low a rate or too high a rate—too high for the conditions of the company and too low for the real exigencies under which the men have worked—there is this to be said, that the street railway men ought to realize that; but I think we have the right to say that we have found them underpaid everywhere. We found that they had been underpaid by reason of a situation in the public service companies that had pressed them down to something that was quite unjust, and the general range of our rulings has been to bring them up, quite beyond, probably, what they would have been had our board not been instituted and that has brought about a financial situation in the companies that is deplorable, but that does not make us feel that we are at all departing from equity in what we have done in the raising of these wages, for the reason that the low wages for the men have been the result of an unsound economic policy which the street railways have got to reform or go to the wall."

UNEMPLOYMENT A MENACE.

A surplus of labor during the next four months seems likely, declared Assistant Director General Smyth of the United States employment service in a speech in New York.

"The great danger in the coming four months," he said, "is that there will be jobs enough to go around; that unemployment will come with attendant misery and social unrest at a time when anarchistic tendencies are contagious. Let us hope that this situation will not arise, but let us guard against it."

The remedy of building public works is not available on a large scale until spring. The farms will not call urgently for men till frost thaws out. Building can not for a season be resumed to any great extent. Chiefly must we look to our manufacturers to carry the burden. But they are hesitant. Taxes are not yet determined. The cost of money is high and credit tight for a while. The prices of raw material and labor are high. The producer hopes that they will fall and manifests a tendency to wait till they do. To meet each of these deterrent features is an immediate national task."

The speaker predicted that unless remedial measures are promptly taken the sight of stranded, workless, moneyless soldiers will be common throughout the land, as they are being mustered out and given money to pay their transportation home. This money is quickly spent.

Director Smyth expresses the opinion that a shortage of labor would be the rule after the four-months' period.

SHIPPING BOARD EMPLOY SOLDIERS

DISCHARGED ARMY MEN
GIVEN PREFERENCE.

Estimated That 200,000 Jobs are Open in The Shipbuilding Industry to Be Filled by Returning Marines, Sailors and Others From the Expeditionary Force.

Plans have been agreed upon by the United States Shipping Board and the War Department thru which men of the selective army now in camp waiting demobilization will be given official information regarding jobs in shipyards and in the crews of merchant vessels that will be waiting when they lay aside their uniforms. In each of the 31 military camps in the country there are hundreds of skilled mechanics or former sailors or landmen with a liking for the sea, to whom it is believed the Shipping Board's proposition will appeal.

Plans for employing these men in shipyards and at sea were encouraged by the War Department and confirmed in a general order issued recently by Roy H. Harper, adjutant general, directing commanders of camps and military posts to take an active part in placing the needs of the shipyards and merchant marine before the soldiers. The Shipping Board estimates that 200,000 jobs are open in the shipyards and on merchant vessels which will be available to returned soldiers.

Agents in Each Camp.
A special issue of the Emergency Fleet News, containing details of the Fleet Corporation's need for skilled help and the Shipping Board's demand for seamen will be circulated. The Shipping Board will send a committee of three special agents to each camp representing the department and division, the merchant marine recruiting service, and the combined employment services of the shipyards. Each committee will be assigned an officer to assist in its work and it will look after the distribution of statements setting forth the needs of the shipyards and the merchant marine.

The Shipping Board's agents also will be permitted to speak at meetings of soldiers and to exhibit motion-picture films, showing the details of shipyard work and various picturesque aspects of sea life in the merchant marine. There will be no actual recruiting at the camps, but the men will be fully informed as to how to

REQUEST FOR HELP IN ORGANIZING THE DENVER TELEPHONE EMPLOYEES

The Organizing Committee of The Denver Trades and Labor Assembly Issues a Circular Letter, Asking Union Men and Sympathizers for Co-operation in Their Work.

Denver, Colorado, Dec. 21, 1918.
Fellow Trade Unionists and Sympathizers.
Greeting:

It is a fact beyond dispute, that it is absolutely necessary for workers in any industry to bargain collectively for the price of their labor thru a trade union organization in order that they may receive a just and proper compensation for their daily toil.

"Man buys in the cheapest market and sells in the dearest," is an axiom that applies to employers of labor as well as to buyers of commodities. As an individual, we are not on an equal footing with our employer, hence, he can name the price of our labor and we have no alternative but to accept, if we are not organized.

We, undersigned committee, representing the parent body of organized labor, in the city of Denver, have started out to organize the telephone employees of this city, which includes the telephone operators. As with the organization of any movement for good, the committee has been confronted with many obstacles, particularly from the telephone company itself. Naturally, the company, realizing that if their employees are organized, they must pay them a just and living wage, they are doing everything in their power to obstruct the work of organization.

We are appealing to you as a trade unionist or a sympathizer with the struggling workers, to use your personal energies to the end that all telephone employees become members of organized labor. You, perhaps, have a daughter working for the telephone company or perhaps have some friend or neighbor working there. May we not ask you to speak to them of the benefits of organization with the request that they attend the next called meeting for organization?

You will never regret having placed your shoulder to the wheel to give impetus to the movement for the organization of the telephone employees, if ever the workers in an industry needed organization and protection, it is the telephone employees.

Help the telephone workers to get a living wage. Do your part today and you may rest happy in the thought that you have done your part in raising a group of your brethren to a higher plane of citizenship and living. Thank you.

We urgently request that you read this communication at your first meeting.

Yours fraternally,
EARL R. HOAGE,
W. C. THORNTON,
FRED WESSELL,
CLINT C. HOUSTON,
JAMES C. BULGER,
C. W. CRUM.

Committee Representing the Denver Trades and Labor Assembly.
Address: Box 1016.

EASTERN LABOR BACKS THE
MOONEY CONVENTION
(By W. D. Patterson of San Francisco)

Word comes from the Atlantic states that the eastern labor movement will be well represented at the Mooney conference which has been called to meet at Chicago commencing January 14th. Fully one thousand delegates will go to Chicago to add to the growing demand that Mooney and Billings, convicted by means of perjury and imprisoned for life be granted new trials.

Under the direction of the Central Federated Union of Greater New York, which represents almost half a million organized workers, has an active committee at work in visiting the unions of New York city, and latest advices indicate that the big town will send three hundred delegates to the Mooney conference and that a special train to be run over the Pennsylvania lines. Stops will be made at Philadelphia, Baltimore and Washington, where the delegates of these cities will be taken aboard. Frank P. Walsh, recent vice chairman of the war labor board, has been invited to journey on the Mooney Special as an invited guest of organized labor of New York city.

At Baltimore, Washington, Pittsburgh, Philadelphia, Boston, Buffalo, and a score of smaller cities, active Mooney committees, working under the direction of the central bodies of the American Federation of Labor are at work to insure big delegations from their respective communities. Gigantic meetings are being held to thoroughly arouse the union membership to the necessity of making the Chicago conference the greatest assemblage of the rank and file of labor ever held.

Prohibition will come into effect in Florida January 1, 1919; in Wyoming January 1, 1919; in Ohio, May 27, 1919; and went into effect in Nevada November 5, 1918.

Without delay and we especially urge that you instruct your secretary to notify us of what action you take in order that we may keep a careful check on what organized labor of Denver is doing to co-operate with us. Some local unions have never answered communications which we have sent to this letter if only as an act of common courtesy and appreciation for the work we are trying to carry on. Awaiting your early reply and with best wishes, I am,

Fraternally yours,
(SEAL) T. C. GREENE,
Sec.-Treas. Union Label League No. 1, S. B. T. and O. A. U. No. 14491.

YOUNGSTOWN FIREMEN RAISED.
Passage by council of a measure increasing the city firemen of Youngstown, Ohio, from \$125 to \$150 per month ends a series of frequent wage increases in city departments in the last two years.

From the landlord's point of view the man with a large family of small children is a flat failure.

go about getting a job after they are discharged from the service.

Seafaring men with experience will be particularly urged to "sign on" in crews at the most convenient port and go to sea at once, while men without experience will be given special instruction on board training ships. These ships have their bases at various Atlantic and Pacific ports and make short cruises to sea while the apprentices are getting their "sea legs." After six weeks training the apprentices are sent on a deep water voyage with crews composed in part of veteran tars.