



The Outlook

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BY ELLIS SEARLES

EDITOR OF THE "UNITED MINE WORKERS' JOURNAL"

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IMPRESSIONS OF THE GATEWAY TO TEXAS AND ITS ENERGETIC PEOPLE—ITS SPECTACULAR SKY-LINE AND RAILWAY BUILDING—HOW IT MAINTAINED ITS CREDIT AT A CRITICAL HOUR—THE FRIENDSHIP BETWEEN ITS BOSSES AND EMPLOYED

BY SHERMAN ROGERS

INDUSTRIAL CORRESPONDENT OF THE OUTLOOK

THE motion-picture Texan and the real Texan are two different persons altogether. The Texas cities we see depicted in movie reels, where intoxicated, gun-toting cow-punchers wreck an entire town for mere sport, are altogether a different picture from the one that appears before the eyes of expectant visitors. The Fort Worth skyline reminded me of lower Broadway. Against the prairie it looms up something like Mount McKinley in Alaska.

The movie thrillers would have us believe that those who dwell on the southwest prairie, where cow-punchers to-day actually still exist, live in little shacks that can be pulled over by a celebrating rounder with a lariat and a cayuse. Possibly the directors of some of these films had indulged in too much "white mule" when they wrote the Texas scenes "true to nature." Texas cities resemble Los Angeles more than any other urban section of America. I believe I saw more attractive homes in Fort Worth than in any other section I have visited in this country outside of Los Angeles.

In a section of the country where there were supposed to be wild cow-punchers, grease grass, and cactus I found myself in a \$4,000,000 hotel. When taken to my room, I thought I was in the Pennsylvania or the Vanderbilt. I gazed out of my window at the new Waggoner Building and the Farmers' and Mechanics' National Bank Building, and rubbed my eyes. It was

about the same kind of a sight one would get looking south from the New York City Hall toward the Woolworth Building.

An hour later, while talking to the President of the Chamber of Commerce, I asked how they were able to build such a gigantic hotel in a city of a hundred-odd thousand, when there were other cities five times that population with nothing like it.

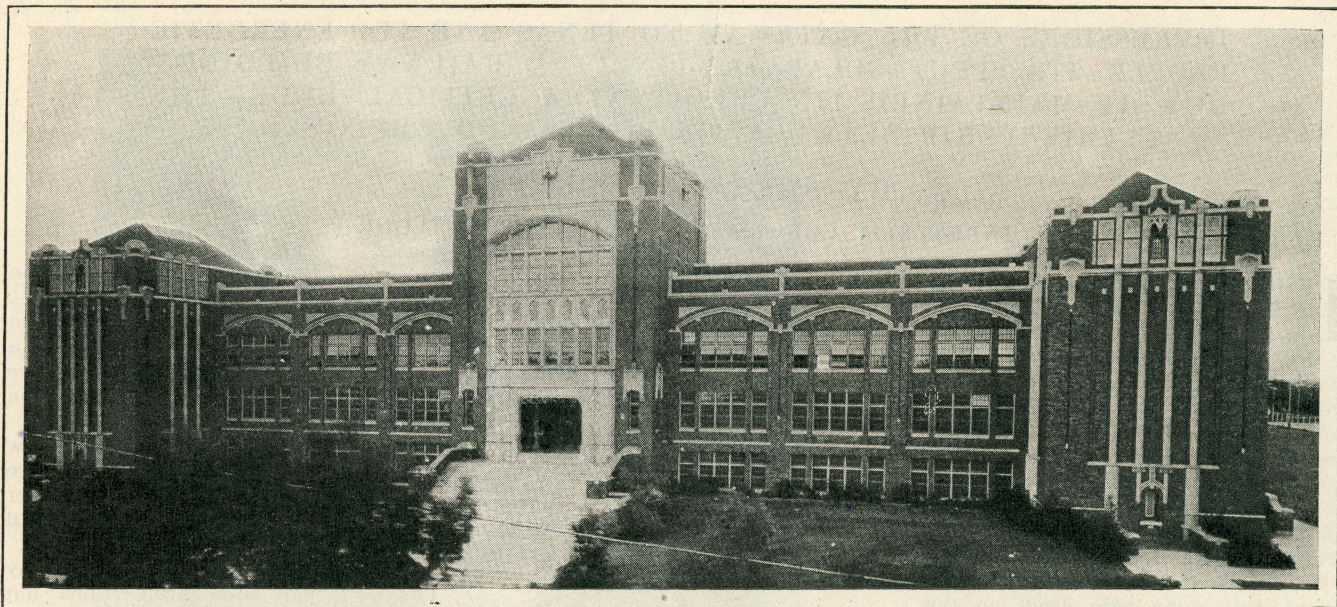
"Oh," he answered, casually, "a few progressive citizens decided that we needed a real hotel. They got together and raised \$1,200,000 to start the ball rolling in less than three hours."

At a business men's luncheon that day I saw a half-dozen propositions put through that involved fair-sized sums of money. It was raised in a few minutes without any prompting from the chairman. Here was the kind of spirit that builds cities. I could visualize, as I watched these subscriptions quickly raised, the spirit behind the men who built the Fort Worth sky-line; whose ancestors had fallen at the Alamo, had beaten Santa Anna into submission, and gained their independence from Mexico; established a Republic; elected a President; and then gladly became a part of the United States.

The early history of the building of railways through Fort Worth bears witness to the class of men who resided in that section then, and whose descend-



THE W. T. WAGGONER BUILDING, ONE OF THE TOWERS THAT LOOMS IN THE FORT WORTH SKYLINE



Jernigan-Warren Photo Service, Fort Worth

SENIOR HIGH SCHOOL OF FORT WORTH—ONE OF THREE HIGH SCHOOLS

ants still "carry on" the same policies. The first road built into Fort Worth was the Texas and Pacific. It was constructed to a little west of Dallas, when the panic of 1873 struck the country. Building ceased. Fort Worth began to disintegrate as a city. The railway company had secured the right of way, and if the panic had held off just thirty days the road would have been constructed through to Fort Worth. When the road failed to materialize, the population dropped to less than 1,000. These people remained because they had ultimate faith in the growth of the city.

When the land grant was given to the Texas and Pacific, however, it was conditioned on the road being constructed to Fort Worth by the first day of January, 1874. The panic blocked this construction, but the Legislature validated an extension, and each succeeding Legislature granted extensions until the Constitutional Convention of 1875.

The people had by this time despaired of getting their railway, and so they organized a company of their own, subscribed to the capital stock, and made payment in money, labor, material, forages, supplies, or anything they possessed of a marketable value. Major K. M. Van Zandt was president of this company. When the Legislature assembled, the railway company made another bid for an extension of time, since the prize was too rich to abandon without a struggle, and since they had spent large sums of money in surveying and plotting land. So they took the contract off the hands of the construction company and made a desperate bid to complete the road before the Legislature could complete its reports and adjourn. The efforts of John C. Brown, vice-president of the Texas and Pacific, who had remained on the ground steadily, won out in a close fight.

On July 19, 1875, the first train rolled into Fort Worth in charge of Conductor

W. R. Bell, who still "pulls a rope" on the Texas and Pacific. Pandemonium broke loose in Fort Worth; lacking cannon, anvils were used to make an appropriate noise.

The building of the next transcontinental road through Fort Worth was no less spectacular. The Santa Fé started construction a short time later from Galveston north to Temple. Walter Gresham, who was director and field man for the Santa Fé, mailed from Temple, on the same day and the same train, a letter to Fort Worth and Dallas stating that the town that would first subscribe a \$75,000 bonus and contribute depot grounds and right of way through the county should be on the main line of the Santa Fé. Peter Smith, one of the early builders of the South, got busy at once, and with the aid of a few of the enterprising "old timers" raised the cash bonus and secured the right of way before nightfall, and early the next morning appeared in person before the Santa Fé officials, and the road was thus secured by Fort Worth.

Seventeen railways enter Fort Worth, and in practically every case it has been a story of large bonuses and grants cheerfully and quickly given. To-day the railway yards of Fort Worth hold 14,000 freight cars, while 1,300,000 cars are interchanged there annually. The State raises between \$500,000,000 and \$600,000,000 worth of cotton every year, and Fort Worth industries alone produce \$450,000,000 worth of manufactured goods.

The Fort Worth preferential freight distribution area, with a population of 2,000,000, embraces 91,000,000 acres; its cotton production amounts to \$400,000,000 annually; corn, \$155,000,000; live stock, \$116,000,000. Even in oil (although I don't believe in oil; I have too many worthless \$50 "dry hole" certificates in my desk now), but—they have real oil in Texas to the extent of about

\$245,000,000 a year. When I saw the great wells and great storage tanks, I wondered why some of the wildcat promoters who sold me stock four years ago could not have been fortunate enough to land in the Fort Worth territory.

Some idea of the vast expanse of the agricultural area of Texas can be gathered when comparing the large ranches in Texas with those of other States. The King Ranch, in Nueces and Kleberg Counties, is composed of about one million acres of land, and the owner of this small empire has about seventy-five thousand head of live stock. John G. Kennedy, another noted Texas ranchman, owns five hundred thousand acres of land and about thirty thousand head of live stock. Yet these two immense ranches scarcely amount to more than a pinpoint on the average Texas map.

This section can grow anything from grapefruit to winter apples; its climate ranges from the semi-tropical to snow-line; on the same day within the boundaries of Texas people are bathing and reclining under beach umbrellas, and others, in the foothills, are hunting game on snowshoes.

I was especially interested in this "gateway" to the Gulf from a standpoint of its labor relations. I had been in Fort Worth but a few hours when the president of the Trades Assembly (A. F. of L.) took me on a motor trip about the city. I soon discovered why Fort Worth was practically free from labor trouble. Here was a labor leader who believed that every man who drew a day's pay should do a full day's work in return. He believed that the relations between employer and employee should at all times be one of closest co-operation, and in case there were disputes that these disputes should be settled by arbitration instead of strikes.

When I was in Fort Worth in October, 1921, there had not been a strike of any

note for twenty years within the city—although thousands of men are employed—for here was a new type of labor leader. The spirit of unionism throughout the town was different from any place I had ever been in. In 1919 and 1920, while other cities were tied up with the high cost of building construction, with woeful inefficiency of labor and childish restrictions, Fort Worth constructed 2,400 homes, 2 twenty-story buildings, and a \$4,000,000 hotel, and during this peak period their labor retained a high standard of efficiency, in marked contrast to Northern cities. Here I found labor organizations that did not allow agitating organizers within their jurisdiction. One large power company has never dealt with a labor organization, because the men did not need one for their protection. An organizer dropped into Fort Worth one day to organize the employees of this company. The Fort Worth labor leaders said: "No. If these men want to get in, all right, but we're not going out and try to force them in."

The greatest asset Fort Worth has to-day is the spirit of the workmen who comprise a large share of her 140,000 population.

Fort Worth has a great reserve of cheap power, and a project is now under way which will probably provide enough power to run the whole northern section of Texas for all time to come.

A number of big packing plants have located in Fort Worth because of its exceptional transportation facilities and reasonable labor attitude. The packing-houses now do a business of \$150,000,000 annually, and 3,000,000 head of cattle go through Fort Worth every year.

Many of the old Texans cannot understand why these large plants are locating in their city, rather than in other Texas cities. But if they had lived in

some of the Northern industrial centers from 1917 to 1921 they would easily understand. It is because of the favorable labor situation. Here is a city of 140,000 people whose chief industry is manufacturing, and it has had no notable strike in twenty years!

I drove through that section of the city where workmen resided, although there was no "workingman's section." They lived in bungalows that made my mouth water when I contrasted them with my congested New York. Here were men who owned their own homes, or who were paying for them; who had just as much at stake in the city as the manufacturer, the business man, or any one else who took just as much pride in civic betterment as any member of the Chamber of Commerce or Bankers' Club; men who could speak English, and who believe in America; men imbued with the same spirit of community building as the Chamber of Commerce or Merchants' Association. They had fine school buildings, spacious playgrounds, well-kept lawns. I did not see a tumble-down shack nor a decayed fence within the city limits.

Fort Worth was built on a prairie, and it wounded the pride of its citizens that they had no lake resorts. In 1913 some of the leading spirits of Fort Worth, under the leadership of William D. Davis, conceived the idea of creating a lake by damming the west fork of Trinity River at a point six miles northwest of the city. In a short time the project was under way. Construction was started in 1913, and completed in 1916. It cost several million dollars. When finished, a concrete conduit was built, carrying the water to Fort Worth. This lake holds forty billion gallons of water and has a shore line measuring forty miles. The lake proper is fourteen miles long and two

miles wide. The drive around this lake is one of the "show" drives of the United States.

Peter Smith, Major Van Zandt, Captain B. B. Paddock, Colonel Paul Waples, Joe Brown, are examples of the kind of men who built Fort Worth. It was Paul Waples who, in the 1907 panic, when Texas's creditors in the East and North were demanding that the debts due them be instantly discharged, issued a statement of the assets in cotton and material eligible to payment of debts, and asked the question: "Why do creditors of business houses and individuals in Texas clamor for the pound of flesh?" He demanded that a reasonable time be granted Texas to pay, and promised that she would not only discharge all her debts, but leave a surplus large enough to finance her for a generation of normal conditions. Time was given. Creditors became aware that Texas was one of the most resourceful States of the Union.

The younger element of Fort Worth Builders includes such energetic figures as L. H. McKee, W. M. Massie, William Monnig, Amon G. Carter, William D. Davis, and T. B. Yarbrough.

Colonel Louis J. Wortham is the Waterson of Texas. He started on his newspaper career in 1882, and is rough and ready if necessary, though naturally endowed with the deportment of a Chesterfield. He is the editor of the "Star Telegram."

These new Texans reflect much of the same indomitable spirit of the "Alamo" Texans. They have accomplished more than they really intended to. Fort Worth was built by men who realized that workmen ought to own attractive homes of their own, and the whole city co-operated toward that end. The result is thousands of good-looking bungalows and very little radicalism.

WOULD THEY DESTROY LABOR UNIONS?

BY ELLIS SEARLES

EDITOR OF THE "UNITED MINE WORKERS' JOURNAL"

BACK of the demand for the incorporation and taxation of labor unions, about which so much is heard these days, there is to be seen the hand of the union-busters of the country. That's what the members of organized labor say, anyway. If labor unions were compelled by law to incorporate, then the treasury of the union would be subject to raids by employers or others who might wish to stir up a situation that would afford opportunity for such raids. A labor union could not exist under such circumstances, for its funds would be attacked from every possible quarter.

If trade unions were incorporated, they would at once become constantly menaced by receivership suits, thus placing their property and treasuries subject to the whim of hostile courts,

and there are many courts in the land that are hostile to organized labor. Corporations of business men are not subject to this danger. The activities of a corporation are limited and clearly defined by charter. It is different with a trade union. Its activities and functions cannot be defined by any charter or any law. A labor union is a social institution, which cannot be separated from the human beings that compose it.

There are labor spies in every industry in the country. These spies are there for the purpose of keeping the employer informed as to all activities of the employees, and especially every symptom of unionism that may appear among the men. In some industries they are called spies, but in the coal-mining industry they are armed gunmen

and thugs who seem to bear a roving commission, not only to roam at will over the mountainsides of West Virginia and other places, but to assault, shoot, and murder those among the mine workers who dare even to think aloud about organizing a local union.

If labor unions were incorporated, these spies and hired thugs could easily institute fictitious lawsuits that would tie up the funds of the unions and render them helpless, or, where a hostile court could be found, they could obtain judgments that would ruin the unions.

In other words, incorporation would enable their enemies to throttle the life out of every labor union in the land. And the unions believe that such is the purpose of those who are calling so vociferously for incorporation. It would