

**LABOR SHOULD  
HELP CONTROL,  
SAYS DANIELS**

(Continued From Page One.)

The duty of government to men whose industry does so much to develop the resources of the republic and increase the comforts of mankind.

"The man and woman living wage seemed a long step in advance when the pay envelope did not afford enough return to give adequate sustenance. No longer do we talk in the kindergartens of 'a living wage.'

"That belongs to the tadpole days of the development of the just rights of men of muscle and thought. We talk of just compensation, a reasonable share of the profits."

"Every man who does a full day's work, bringing the best that is in him to the task in hand, is entitled to a living wage and then some. And the 'then some' is to be measured, not by the competition of workers, so as to recognize the right of men to enjoy their share of happiness as well as life and liberty as defined in the constitution."

"What is the failure of capital, of management, of direction, of skill, of labor, is the big question that is up for solution in this free country. It can not be settled alone by the man who pays the wage or the man who receives the wage."

"As long as human nature is unchanged the average employer will wish to pay as little as possible to the man who receives the wage will be satisfied with a double less than the largest possible. Progress is being made, sometimes it seems very slow to come, in coming nearer to an equitable adjustment."

The better appreciation of the rights of labor and capital is one of the compensations of the tragedy of the war, Mr. Daniels said.

**WASHINGTON IS PRAISED**

"To what can we trace this improvement? It surely foreshadows the larger application of the juster relation of labor's share of the profits?"

"Frankly let me say to the government at Washington is due the chief credit.

Swartz-Light became the largest employer of labor and in a large sense dictated the price to be paid in nearly all plants making war material.

"The railroads and all other transportation, under government regulation, and the pay of men long too low was adjusted in the desire to give more adequate compensation for the men upon whose fidelity and ability depended war efficiency."

"The railroads have gone back to private ownership, but wages have in a large measure kept pace with the changed conditions. The railroader just compensation is now higher than ever before."

"In the shipbuilding industry the navy has always led in fair pay to good men, and its standards have been followed by private establishments. In a large sense this has been true in other industries."

"The government at Washington established an eight-hour day, and the day is not far distant when no industry will require more than eight hours' work in any one day."

"The evidence has proved that capable and industrious men who are steadily employed in work where machines are used, will turn out as much product in eight hours as in longer time."

"It is better for the factory and the employee to secure quantity of production in steady work of eight hours than to have longer hours with less production per hour."

**NO LONGER A COMMODITY.**

"The crowning achievement of labor secured in recent years may be summed up in one sentence of eleven words:

"Labor has been lifted out of the classification of a commodity."

"That may sound commonplace, but it has the thrill of victory and achievement, those who for many years fought to win to have labor treated as something higher and worthier of better consideration than a commodity to be sold at auction as things are bargained for or as slaves were put up for sale in ancient days."

"The law gives labor its place, and in America, though doubted for a time, law finally rules supreme. Labor owes its higher status to the recognition of the minders and executors of labor."

"Its future depends upon its devotion to law and order, and its wise participation in choosing the men and women (for we are to have women take their

gaily-colored toy balloons.

The Plum Plan league seized the opportunity for a little propaganda work, and a few hundred members of various railroad workers' unions wore cards on the front of their caps and hats bearing the words:

"Boost Plum Plan League."

Those in the parade were:

William Holmes, grand marshal; automobiles for officers and speakers; C. J. Conboy of Alexandria, an organizer for the American Federation of Labor, also spoke.

Indiana's organized labor began the celebration of Labor day with a parade 15,000 strong through the principal downtown streets preceding the Tomlinson hall meeting.

The parade was directed by Grand Marshal William Holmes, assisted by W. W. McClain, C. G. McCallister, Wayne Williams and C. J. Hoffman.

More than 100 organizations participated.

The line of march was as follows:

Parade forms in Meridian street and St. Clair, marching south in Meridian street to Circle, right in Circle to Washington street, west on Washington street to Senate avenue, countermarching on Washington street to Alabama street, north on Alabama street to Market, and west on Market street to Tomlinson hall.

At the head of the procession, which required three-quarters of an hour to pass Meridian and Washington streets.

Street car and automobile traffic was routed out of the central downtown district during this period.

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