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BRUCE DENNIS
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STRIKING FOR A LABOR TRUST.

That the strike on the Harriman lines is an effort to confront a railroad combination with a labor "trust" is not apparently denied by the men or their leaders, and while most of the daily press condemn the strike on this ground, just as they condemn Standard Oil or the Sugar trust, the labor organs, so far as we have seen, glory in the fact and argue that such a combination of labor is just what is needed. This strike, which calls out 35,000 men, and affects the Harriman system from the Mississippi to the Pacific and the Illinois Central from the Great Lakes to the gulf, is declared because these railroads refuse to deal with a federation of unions. They will deal separately with the five unions making up the Federation of Shop Employes, but not with the Federation itself. "If we win this strike," declares James W. Kline, "all the railroads in the United States will submit to a federation." "We might as well turn over our roads to the men as to grant their demands,' replies Julius Kruttschnitt, vice president and director of maintenance and operation of the Harriman lines. The union leaders, according to a San Francisco dispatch, frankly urge that the unions must follow the example of capital in the matter of combination and centralization.

"For the first time," remarks the Brooklyn Standard Union, "the issue has been squarely made between the corporation and labor; not as organized into independent trade-unions, but as federated, consolidated into a central unit, with control over all the branches and combinations, the very latest and extremest form of the trust." These trade-unionists, declares the Philadelphia Public Ledger, aim at "the formation of a trust that would be as intolerant and insolent in the exercise of its powers in restraint of trade as are any of those against which the powers of the federal government have been brought to bear." The labor papers are in the main yet to be heard from.

In addition to the recognition of the Federation of Shop Employes, dispatches state, the strikers ask that the railroads compel all shop employes to join this federation, whether they wish to or not, and they further demand for their organization the right to designate the men to be laid off when the force is cut down ,and the right to say whether any particular employe shall be discharged or suspended. They also demand the abandonment of the premium or bonus system. If the companies agreed to deal with the federation instead of with the individual unions, remarks Mr. Kruttschnitt, "an issue raised on a small-system road in Louisiana or Texas might stop all shop work through the entire system by requiring members to strike in distant California, Oregon, Washington or Nebraska." And in his formal answer to the labor representatives he says:

"If the essentials of admittedly fair and considerate treatment, the payment of highest wages of any railroads in the territories served by our lines, and the guaranty of hospitable and generous pension benefits have not been sufficient to deter our shopmen from terminating agreements insuring these conditions made from time to time in conference with their labor unions and from spending four or five months in devising new issues and means to destroy existing harmonious relations, and, moreover, are not sufficient to induce them to remain in our employ and to make them realize their duty to the public, I do not see that we can do anything more to convince them that they have no good reason to stop work or to prevent your giving approval and permission to them to leave our service."

Commenting upon this, President Kline of the Blacksmiths' union says:

"The position the railroads take is arbitrary. Mr. Kruttschnitt refers to good wages, the pension system, and other admirable things done by the Harriman lines. He says nothing, however, of the damnable physical examinations, the personal record system, and the rank discrimination practised by the railroads. . . . The men will not recede. The matter of wages is an after-consideration. They demand to deal as a unit with the roads, and to treat with them on equal terms."

He explains, also, that the federation is formed not only "for protection," but "in the interest of economy and convenience," as it "should be easier to deal with one committee than with a dozen." "From their own point of view," admits the Philadelphia Public Ledger, "the representatives of the men have strong ground to stand on," but the same paper thinks that the position of the railroads is even stronger. The Philadelphia Record, however, is inclined to think that the refusal of the railroads to recognize the federation was unduly arbitrary. To Mr. Kruttschnitt's assertion that such recognition would place the unions in "absolute control" of the railroads the New York Call (socialist) replies unhesitatingly that "they should control." It goes on to say:

"The men on the Harriman roads, having come to a realization of the power combination gives them, had started to federate all the departments. The Harriman lines, among the most powerful in this country, are themselves the result of the federation of lines that had been weakened through competition, and in some instances brought almost to the verge of disaster through their 'individual efforts' at independence.

"But the present heads of those lines instantly realized that what had been good for them through the combination of separate roads into a federated system would not have the same beneficent effect if the various crafts employed on the roads were also federated into a system."

SIGNS ON THE MOON.

There is something doing in this United States of America this coming year. Already the signs are on the moon. An ominous look for republican success is everywhere noticeable, and with it comes the chattering of a bunch of political monkeys who for a number of years have been drooling out non-partisan and other silly twaddle in order to get and keep an office.

In order they have succeeded remarkably well. Out of the whole line-up of state and national characters there is hardly an exception to a two-by-four rule. The chief aim has been to get their nose in the public trough and then scheme for higher taxation and more expense.

But, again we say, there are signs on the moon. The coming year may witness a great awakening in Oregon. Republicans may finally pinch themselves and realize they have swallowed the mush peddled out by the chattering non-partisans until they are confronted with general defeat and a public tax that is almost unbearable.

GOING TO BE.

Oregon is always the land of "going to be," wrote the new settler to a Kansas City paper. And so we are "going to be." But in some parts, we already are, says the Portland Journal.

In Eastern Oregon, which was described by the knocker as a land of "sage brush and rattlesnakes," is Ontario. G. W. Blanton, Sr., took from a 40-acre alfalfa field 25,000 pounds of alfalfa seed worth $3,750 and 140 tons of hay worth $700. His income from the 40 acres was $4,450.

Alex Smith took from 25 acres of alfalfa $2,362.50 worth of seed in the second cutting and had the hay left from a first cutting.

Charles Emison got $972 worth of seed from nine and a half acres of alfalfa and $140 worth of hay, or a total of $117 per acre.

On six acres of alfalfa M. W. Warling got $103 per acre and has left the hay from the first cutting.

These are pretty fair showings for a land of "sage brush and rattlesnakes.'" And there are a few other crops that are produced in Oregon.

The new secretary of state, Ben W. Olcott, is an advertiser. In some manner he makes every newspaper correspondent mention his name even in the smallest news story from Salem. But it will require considerable advertising for any republican to overcome the odium of accepting an appointment at the hands of a "non-partisan" governor.

Echoes from Wallowa county all tell the same good story of a great fair and a remarkably successful event. Wallowa can congratulate herself for fairs are waning everywhere else. The state fair was very slow this year and a receiver has just been appointed for the Portland Fair association.

The Portland police commission is down and out. It is quarreling with Matron Baldwin who has the last word and the people will believe her because she is a woman.

About 6,250 automobiles have paid license to the state of Oregon and that number of machines wear brindle tags in front and behind that are as bilious in appearance as a law library.

Psychology of Sleep.

The psychology of sleep is a vast and little explored subject. Sleep deepens to trance, trance to death. Therefore in life, speaking somewhat paradoxically, sleep is most akin to death. Whether the spirit is parted from the body and goes long journeys through space, or whether it is in a state of one long dream, parts of which we are alone conscious of, is a matter for the Society of Psychical Research. Yet many of us have dreamed things, seen things or even spoken and heard things in sleep which we have seen, heard or spoken later on in reality. We can more or less follow the stages up to the final sleep of all, but here we must pause, and, with Hamlet, in vain attempt to learn what lies beyond the veil: "And in that sleep of death, what dreams may come!"—London Globe.

A Matter of Economy.

"But why do you wish to have a running account at the department store?" asked the husband. "Do you think it saves you anything?"

"Of course it does, you silly thing. Isn't that just like a man! It saves me more than you can imagine," answered the wife in a breath.

"But what does it save?"

"Time. I don't have to stop and ask the price of anything I want to buy."—Cleveland Plain Dealer.

Her Beautiful Hair.

"Maybelle, your girl friend has beautiful hair."

"It will pass, Tom."

"Why do you girls hate to admit that another girl has fine points?"

"In that case it wouldn't do to appear too enthusiastic. I lent her that hair."—Kansas City Journal.

Feminine Reasoning.

Stella—Her gown is just like yours.

Bella—I don't care if hers is a duplicate of mine, but I don't want mine a duplicate of hers.—Puck.

Civilization is first and foremost a moral thing.—Amiel.