

Portland Labor Press

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UNION LABOR ATTENTION!

Brothers, do you observe in the events transpiring at this time throughout all parts of our country the notes of warning to you to stand by, and be true now at this time to your union principles? Unionism is being assailed by its enemies in almost every center. The daily papers are teeming with telegrams descriptive of the struggles being waged between the employers on one hand and organized labor on the other.

The Eastern centers of population are torn and dissevered by the contending forces. The whole United States is feeling the effects of the battle between the coal mine slaves and the money lords. While these men are idle and want and starvation are pinching the faces of their wives and children, those whom their labor has enriched beyond the dreams of avarice are holding high carnival with the royalty of the Kingdom of Great Britain.

Mr. J. P. Morgan, the modern Monte Cristo (who can exclaim with far more truthfulness, "The world is mine!"), is distinguishing himself by his princely gifts to the king on this, the occasion of the renewed birth of this old-world monarchy, while cabling to his office force in the great republic whose laws placed him where he is: "We have nothing which we can arbitrate with our citizen mine slaves." Do not forget that this colossal trust holds absolute power over and control of the coal output of the Atlantic States.

This is an age of combination and consolidation. The natural resources upon which the very existence of our people depend are being absorbed and exploited by these mammoth trusts for their aggrandizement and all under the plea of "vested rights." Where are the rights of the people, or have they none? Following in the lead of these enormous companies, the smaller employers of labor have seemingly decided it to be a good time to give organized labor a knock. This is evident from the great number who are attacking our unions in almost all the cities of the country.

Look at the situation in our own city. The building trades difficulties are being prolonged and some of the smaller fry, thinking while organized labor is occupied with this trouble, they might deal their union men an effective blow. This man Tiffany who came to us and slobbered all over us in his efforts to show how friendly he was to us, and stating, with a great show of repentance for his former attitude towards us, that he was a convert to unionism and would hereafter stand with us and have his company, the P. C. & O., employ none but union men, takes this, his supposed opportunity, to show his deceit and himself as unworthy the name of an honest man.

Another bullet-head has concluded his chance had come to wreak vengeance upon his union men. Mr. Banfield, manager of the Banfield-Veasey Fuel Company, repudiates his signed agreement with the Fuel Drivers' Union, and refuses to comply with its terms. How sacred is the honor and integrity of a business man who thus openly and brazenly violates his signature. Union men, stand by! You don't know when your union will be attacked. Stand solid and fight solid with those

who are in the battle. It depends upon ourselves to win out in all these contentions. Solidarity, energy, work and money will do it. See to it that you do your duty. There is nothing worth having in this world, which does not cost persistent and patient effort to obtain. Organized labor will come proudly out of this conflict with flying banners, with a possible rent and scar here and there, more closely cemented and welded together in the cause of unionism and humanity.

Portland has again experienced the need of a fireboat in the great loss of property by fire last Saturday night. This quibbling as to how the funds are to be raised for the construction of the boat, special legislation needed, etc., is all nonsense. The delay in securing this much-needed acquisition to our fire service is more apt to be due to a lack of harmony as to who are to share the graft. It is a disgrace and shame to see thousands of dollars' worth of valuable property wantonly destroyed by fire when it could be prevented or materially lessened by the service of such a boat. Portland has more capital invested along its water front than any city in the West, with the exception of San Francisco, yet Seattle has a fireboat, and it took less than 20 years of talking to get it. The moneyed men of Portland will yet receive a serious lesson for their dereliction, and had there been a wind blowing they would have gotten it last Saturday night.

The Master Builders' Association met last Tuesday evening and resolved against the Carpenters' Union as follows:

"Whereas, The Carpenters' Union having declared the materials produced by the planing mills of this city as unfair, and having declared that a fine of \$50 will be imposed on any of their members using the said materials; therefore, be it

"Resolved, That we, the Master Builders' Association of this city, pledge ourselves not to recognize the aforesaid union until all fines so charged against any of its members be remitted."

This feeble outcry of lachrymose imbecility is as small as the numbers of the association and the personal standing of the same. It is the blubbering of a few incompetents who are endeavoring to wreak a puny vengeance upon some reliable aggregation by an empty resolution of words. They never have recognized the union voluntarily, never will, and nobody wants them to.

In the death of Congressman Amos J. Cummings, of New York, organized labor has lost a valued friend. It is said of him that although for 30 years of his life it was not necessary for him to earn a livelihood as a printer, Mr. Cummings never forgot his fellow craftsmen at the case, and when he died there was found in his pocket a card of membership in Typographical Union, No. 6, paid up until August, 1905. Mr. Cummings recognized the trade union as the greatest civilizer invented by man, because, as he had said, with it the expression, "the equality of man" ceased to be a figure of speech and became a statement of fact.

The Federal Labor Union organized at Grant's Pass about a month ago by G. Y. Harry with a membership of less than 40, reported a growth a few days ago of 350, and more coming. The carpenter members, as well as others, resolved that they would not handle any material from the unfair planing mills of Portland. This spirit of energetic unionism could well be emulated by a number of older men in the business in Portland.

POWER OF THE PRESS. Laboring Men Must Support the Laboring Man's Paper. Workingmen do not appreciate the power of the press, more so a labor paper. The capitalist, the politician and the manufacturer all support the press. Why? They know and appreciate its true value, and therefore give it their hearty support.

The laboring man, to whom a paper is of vital interest, will begrudge the small amount it would cost him to help maintain a labor paper. The time will come when there is trouble, then you will realize what a benefit a labor sheet is to you; and maybe after that time you will give your support as well as your "shekels" toward sustaining a paper in which you can bring your trouble before the labor world and the public in its true light.

A labor paper is a specialist, making the labor question a special feature, and therefore the only paper that should have the hearty support of every workingman. Can you union men expect, or have you the remotest idea that a paper which is supported by the capitalists, political party or the manufacturer, should fight your battles? The few pennies you pay weekly for a daily paper cuts no figure in comparison to what the merchant pays for advertising, or a political party pays to champion their cause.

There is only one way for the laboring man to pursue to bring his troubles and interest before the world, and that is to help and sustain a paper that will champion their cause, and that is a paper that makes the labor question a specialty.—Canton Unionist.

THE OREGON CITY RAILWAY TIED UP

Banfield-Veasey Teamsters Refuse to Work Because Banfield Violates His Contract with the Union.

The latent and slumbering feeling against Superintendent Tiffany, of the P. C. & O. Ry. Co., and his incompetent protegee Stuart has at last burst forth. Since Tiffany's installation as superintendent on the road he has attempted to ape the habits of Mr. Vining, of San Francisco street-car fame, and 'tis said Tiffany was at one time under his employ. Whether this is true or not, Tiffany has inaugurated a system of abuse calculated to intimidate his men on the basis of losing their situations. Then he secured the services of Stuart as dispatcher to take the place of C. J. Anderson, who was a competent man in every way, and put Anderson on a car. From that time on trouble commenced. Stuart demonstrated himself as an incompetent from the first. He attempted to run the system in his head, instead of a dispatcher's sheet, and got things so badly mixed that the cars began to meet on a single track, which culminated in the accident on May 25 at Meldrum's crossing, in which many passengers narrowly escaped with their lives and Motorman Keck lost a leg. For this piece of criminal incompetency Stuart remained at his post, presumably to carry out the claim of the officers that the company was not to blame, and thus allay any attempt on the part of passengers or employes in securing damages; and W. J. Cederson, night foreman, and Chas. Meldrum, the motorman, who jumped and saved his life, and were absolutely innocent of any blame, were discharged. The officers of the company say that Stuart was not to blame for the accident, and that the man who was has since been discharged. The facts of the case are that Stuart was eating lunch in the office and Cederson had been requested by Stuart to attend the phone. The order that sent the cars crashing into each other was issued by Stuart and transmitted through the telephone by Cederson. The latter was made to suffer for Stuart's error, but in what way can Meldrum's discharge be reconciled with consistency? Meldrum was considered one of the best motormen on the road, but his head had to come off for Tiffany's incompetent pet.

The accident of May 25, along with the other annoyances of the officials mentioned, brought the matter to a climax. The people became alarmed and afraid to ride on the cars, and the motormen hesitated to take the drive for fear of an accident. The first thing to start the ball rolling was a petition circulated and signed by over 100 business men of Oregon City (unknown to the railway employes) as follows, which was sent into the head office: To W. H. Hurlburt, President Portland City & Oregon Railway: We, the undersigned, citizens and business men of Oregon City, being patrons of your road, wish to submit for your consideration the following: That your company, being a common carrier between our city and Portland, should provide safe and adequate means to insure the people safe transit between said two cities; that recent events prove conclusively that you have in your employ some person acting as train dispatcher, who evidently is a novice at railroading. Your petitioners do not wish to dictate as to the management of your railroad, but we do object to placing the lives of ourselves and families in jeopardy while being transferred between said points. All we ask is that competent men be placed in that responsible position. The public demands that this matter be rectified. Following this, the Street Railway Employees' Union, at its meeting June 17, thoroughly discussed the matter, and in view that the lives of the public and themselves were in jeopardy by the incompetent methods employed by the company, passed the following resolutions, which were placed in the hands of a committee composed of Chairman A. R. Dimick, George Nendel, Charles W. West, O. J. Roberts and J. A. Workman, who were to present them to President Hurlburt: "Whereas, W. Tiffany and his dispatcher, A. L. Stuart, are obnoxious to us, the employes of the P. C. & O. Ry. Co., and to organized labor in general; and

part in the matter, were notified to appear at the office Monday evening, and were discharged. On Tuesday morning all of the men in the service of the company, with the exception of D. M. Ashmore, conductor, and F. E. Ilge, motorman, refused to report for duty and take their cars out. This tied up the system, with the exception of the mail cars, which were run by the officers of the company and the men mentioned.

Besides the protest from Oregon City, others were sent into the offices from Sellwood and Milwaukie. These places are much exercised over the stand taken by the company, and have sworn their fidelity to the cause of the employes. So it makes little difference if the company employs non-union men—the people will refuse to patronize the road.

The strike is being conducted in a quiet manner, and the employes are sure to win. Tiffany and Stuart must be removed or the road will stay tied up.

To show what kind of a man Tiffany is, when he came here he was bitter against unions and broke up a union already formed. After the settlement of the San Francisco strike he sent for Organizer Duke, during the convention of the State Federation of Labor, and fairly begged to have his men unionized, and actually wanted to join it, too. He even canvassed the road and asked the men to join. All of a sudden, a short time ago, he changed heart and began to damn the union, and the men belonging to it. He began to show his teeth, along with his ignorance of railroad business, and the boys decided to settle the matter along with a demand for the safety of themselves and the public. Some people say Tiffany is crazy. This looks a little like it. Shortly after the City & Suburban began to run cars on First street, Tiffany gave his men orders to cover the track at First and Madison at the crossing, and delay those cars. The officers of the City & Suburban learned of this, and sent their cars out half an hour ahead of time, with instructions to cover the track at Morrison street and delay the P. C. & O. cars. Tiffany, being beaten at his own game, rescinded his first order and issued another to clear the way for the C. & S. cars. A short time after, he was standing on the corner of First and Madison streets, when one of his cars pulled up and cleared the track for a C. & S. car. Tiffany went over and jumped the car, at the same time saying to the motorman: "You must be in love with the C. & S. cars. Why didn't you blockade the track?" The motorman replied by stating that orders had been posted in the barn not to do so, whereupon Tiffany said to the motorman, "To hell with the orders." And yet Mr. Hurlburt, in an interview Tuesday said the men would not obey orders.

Another case of Tiffany's competency (?): Last Monday evening, when the committee met him and talked the situation over, C. J. Anderson, former dispatcher, asked Tiffany why it was, if the service was so good, that, with the best cars west of the Mississippi, they were never on time. "What did you do when you were dispatcher?" said Tiffany. Anderson—I kept a dispatcher's sheet. Tiffany—What did you do with them? Anderson—I sent them into the office. Tiffany—I never have seen them. And the company undertakes to say that a man is competent who runs cars without a dispatcher's sheet, diagram, or anything else, and juggles the lives and safety of the public and employes within the confines of a small head, covered with a somewhat bushy growth of hair.

These are only a few instances among many that can be related. Tiffany's chief pastime was to curse and abuse a man who would stand for it. It is a wonder that he hasn't received a drubbing. The boys do not intend to win their case by any overt act. They have the public back of them, their contention is just, and they are bound to win. It is simply a case of the people's lives against a few bull-headed officials. The people generally win, and this will be no exception.

People are now traveling by boat to Oregon City and intermediate points on the following schedule: 7:00, 8:30, 10:00, 11:30 A. M.; 1:30, 3:00, 4:30, 6:15 P. M. Launches will leave foot of Morrison street every hour for Milwaukie and Sellwood, and returning, will leave Milwaukie every hour. They start on the hour from each terminus. Vehicles have also been provided for the mill workers at Gladstone, and the public is very little inconvenienced and their safety more assured.

About 65 fuel teamsters refused to drive the teams belonging to the Banfield-Veasey Fuel Company out of the barn Wednesday morning because the firm violated the contract Banfield

signed with the union May 15, and on Tuesday noon discharged A. C. Pickett, Al Whetstone, Bert Schley, J. Hilton and Joe Wells, a committee appointed by the union to wait upon Mr. Banfield and ascertain if he was going to live up to the contract.

After Banfield told the committee that he intended to repudiate the whole thing, and for them to strike, that it would be money in his pocket, the committee called on R. L. Durham, of the Merchants National Bank, a heavy stockholder in the fuel company, as the men did not want to have trouble, and thought perhaps Mr. Durham might avert it. That gentleman attempted to do so, but failed. This action on the part of the committee angered Banfield, and he discharged them forthwith. A special meeting of the union was held Wednesday forenoon, and Mr. Banfield was notified that the men would go to work at once if he would stay with his signed agreement. Mr. Banfield's reply to this was that the men could all go back except those who had acted on the committee, and he would pay every night with brass checks to be cashed in the office every night between the hours of 6 and 7 o'clock. Unless the checks were presented at the proper time they would have to be held to the 15th of each month. To such a proposition the union would not agree.

The following contract is the one Mr. Banfield abrogates in toto: "Section 1. This company will not allow any discrimination against union men and will encourage those employed by them to become members of said union. In case a vacancy occurs, the man who takes the position shall be notified to become a member of Local No. 309, T. D. I. U., by the members of the union.

"Sec. 2. The wages shall be \$2.25 per day for 10 hours' work. For all overtime of one hour or more, 25 cents per hour shall be paid; one-half hour or less, nothing shall be paid.

"Sec. 3. For work on Sunday and legal holidays, 25 cents per hour shall be paid, and teamsters will not be asked to work on Labor Day.

"Sec. 4. Wages shall be paid weekly, and not more than two weeks' work shall be kept back.

"Sec. 5. No man shall be required to take care of his own team in the barn; only to harness and unharness the team he works.

"Sec. 6. If any member shall be prevented from working through sickness, he shall be given his former position upon recovering.

"Sec. 7. In case any of the parties with whom this company deals is declared unfair, this union agrees to haul and deliver fuel to such company, and continue to do so as long as directed by the members of the undersigned company. It is understood that the employer shall be judge of the qualifications of those whom they may hire and discharge.

"This agreement shall be in full force after June 1, 1902.

"It is clearly understood that section 7 shall be subject to any condition imposed on this union by the Building Trades Council as far as it interferes with the building trades."

At the time Mr. Banfield signed the above contract he appeared before the union and made them an address declaring his everlasting fidelity to organized labor. Now he claims there were other conditions promised by the union that they have not fulfilled. There is not nor were there ever any other conditions. The contract which Mr. Banfield repudiates, is and has been the only one in existence.

Ancient and Modern. In 1363 a law was enacted in England to regulate the diet and apparel of laborers. The price to be paid for cloth for said apparel was also regulated by law. It took 300 years to abolish this law!

It is only necessary for us to refer to ancient history to learn of all the atrocities inflicted upon the laborer under the form of law. The conditions which the capitalists imposed upon them were outrages on humanity that happily have been broken up through the organization of labor, and will never more be perpetrated upon the civilized globe.

An English law, enforced in 1646, read: "The poor may be whipped to death and branded for rogues, and so become felons by the law, and the next time hanged for vagrance, before any private man will set them to work, or provide houses for labor, and stock and materials for them."

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