

LABOR NOTES.

The strike of the Texas & Pacific machinists at Marshall, Tex., has been settled. Both sides made concessions. Thirteen hundred miners employed by the Tennessee Coal & Iron Company at the Tracy City and Whitwell mines have struck for higher wages. They want the Alabama scale.

It is reported that a settlement has been reached between the boilermakers of the Santa Fe Railway Company, it is said that both parties made concessions.

The annual convention of the Brotherhood of Boilermakers and Iron Shipbuilders is in session at Baltimore. One hundred and fifty delegates are in attendance, representing a membership of 17,000.

Organized ironmolders of New York and vicinity announce that they gained a peaceful victory, 2200 of their number having been granted the nine-hour day through arbitration proceedings between representatives of the union.

All unskilled workmen at the Pueblo Steel Works of the Colorado Fuel & Iron Company have been notified of an advance of 10 cents in daily wages. The men number about 1500. The advance was voluntary on the part of the company.

As a result of a conference of representatives of the Chicago, St. Paul, Minneapolis & Omaha Railroad Company and of the boilermakers, machinists and helpers employed by that company, an advance of 25 cents a day in wages has been granted.

The Union Pacific Company attempted to operate their shops in Omaha July 4 with nonunion men. As a result the bricklayers and hodcarriers at work constructing the new shops quit work. Blacksmiths and helpers have also walked out in sympathy.

Five hundred pantsmakers and pressers at Baltimore have gone out, tying up 200 small shops, many of them so-called sweatshops. The men demand of the contractors that they furnish machines and tools hereafter. The men say they are compelled to work for \$8 a week.

The street-car strike in Providence, R. I., has been declared off. It was presumed the strike in Pawtucket, Central Falls and throughout Blackstone Valley would be ended, but later the strikers in those places refused to end the strike, acting independently of the union in Providence.

A movement is on foot to settle the trouble in the lace mill at Wilkesbarre, Pa., in which 1100 employees quit because the superintendent refused to dismiss five girl employees whose fathers and brothers remained at work in the mines after the Miners' Union had requested them to join the strikers.

"A strike of 700 machinists employed in the Baltimore & Ohio shops will be called unless the company abolishes the piece-work system," is the statement made by Business Agent Roderick, of the railway branch of the International Association of Machinists. The union demands a minimum wage scale of 30 cents an hour.

It is reported from what was regarded as an authoritative source that July 17, the opening day of the miners' National convention at Indianapolis, will be selected by the operators for resuming operations at one or more collieries near Wilkesbarre with experienced nonunion men collected from the various mines in Luzerne County.

Nine thousand freighthandlers employed by 24 railroads centering at Chicago are on strike. The men demand an increase of wages, extra pay for overtime and holidays and recognition of their union. Steps have been taken to bring employers and employees together, and the trouble may be adjusted before the strike becomes more serious.

If the plans undertaken by the labor unions of Astoria prove successful, there will be a labor ticket in the field at the coming December city election, and thereafter in all municipal and state elections. The Central Labor Council has taken up the matter, and at an early meeting will adopt some definite plan for the inauguration of the political movement.

The Central Labor Union of Scranton, Pa., has inaugurated a fight against the act of the Assembly permitting the appointment of the coal and iron police. All the central labor bodies in the state will be asked to secure from every candidate for State Senator or Representative a pledge that he will, if elected, vote for a repeal of the law.

By a decision in the District Court of Pawtucket, R. I., street railway men during a strike have a right not only to protect themselves, but also the passengers and property of their employers, by the use of firearms, against the violence of mobs. Five motormen and conductors of the Pawtucket Street Railway Company arrested on the charge of carrying concealed weapons were ordered discharged.

The Courier-Journal, of Louisville, Ky., says that the United Mineworkers of Kentucky will not sanction the calling of a sympathetic strike. Reliable information was obtained recently that a secret vote had been taken on the matter, with the result that the men decided they would not break their contracts with the operators. Word has been taken to the Illinois miners, who have taken the same step.

Five hundred and fifty employees of the Southern Pacific shops at Houston, Tex., walked out last Monday on the refusal of the company to grant them an increase of 10 per cent in wages. The company first offered to cents a day increase, and afterward 6 per cent increase for all men who are not receiving more than \$3.20 per day, but this was refused by the men, who based their demands on concessions made to the shopmen at Algiers some months ago.

The conciliation committees appointed by the City Front Federation, the Labor Council and the Building Trades Council of San Francisco have met in joint session to effect peace, if possible, among the warring carpenter unions. Both sides of the controversy are hopeful that some basis of settlement will be reached. The executive officers of both the Labor Council and the Building Trades Council have recently been

favoring a course that will bring harmony in the labor movement of this city.

Two strike orders went into effect at Baltimore on the 7th inst. and 1400 union workmen affiliated with the Carpenters' and Garment Workers' Unions quit work. The carpenters demanded \$3 a day and nine hours' work for every day except Saturday, when the day shall be one hour shorter. The grievance of the garment-workers is that employers require them to supply their own sewing machines, flatirons and other implements.

The Mutual Telephone Company, of Des Moines, Ia., an independent system having nearly 2000 subscribers, is no longer mutual except in name, most of the stock having been purchased by a private company. Heretofore each subscriber was a stockholder, the company having been organized to compete with the Bell system. The sale was occasioned by the strike of the central girls, electricians and linemen. The new management has issued an ultimatum to the strikers, and the latter announce that the fight will be waged with greater determination than before.

A plea for reinstatement of Chicago Typographical Union, No. 16, made by Samuel Gompers last Sunday, was rejected by the local Trades Assembly. The delegates to the Federation refused by a vote of 116 to 101 to make any overtures to the printers. They suggested, however, that if Typographical Union No. 16 admitted that its policy with regard to the Federation had been a mistake, its delegates would be seated at the next meeting of the Federation. Typographical Union No. 16 was expelled from the Federation of Labor because the printers failed to support the pressmen while on a strike a year ago.

PORTLAND'S PART IN THE INDUSTRIAL DIFFICULTIES

(Continued from Page 1)

brewery and started to unload wood. The engineer told them to get away from there. They said that they had orders to unload the wood there, and were going to do it. The engineer got up on the load and said he would whip the first man who attempted to unload the wood. Mr. Banfield was sent for and came upon the scene with an officer. A few words were exchanged between Banfield and the engineer, whereupon the latter took the former by the neck and told him that if he didn't order his "scabs" away in two minutes he (Banfield) would have to take a drubbing. The order was given and the "scabs" hauled the wood away. Banfield appealed to the office that the engineer had insulted him, but was told that if he didn't want to get insulted around those premises he must keep his "scab" drivers away.

So Mr. Banfield is in trouble, and the strike remains in full force and effect. At the same time he is getting his just deserts by going back on the boys and repudiating his signature.

SHIP CARPENTERS' TROUBLES.

The demand made by the ship carpenters for an eight-hour day at the same pay, \$3.50 per day, has caused little trouble in the yards. In fact, the only reason that any of the men have been idle was due to lack of material and stormy weather. All of the jobs are working on the eight-hour schedule with the exception of the O. R. & N. Co., and they have sent all of their men out of the city, away from the jurisdiction of the union. When the company has any work to do they will have to pay the hours and wages or get no workmen, as ship carpenters are in demand everywhere.

The contractors were given two months' notice that the new scale of hours would go into effect July 1. The wages have remained the same since a year ago last May. The demand was simply to make a uniform day, as some jobs were working eight hours and some nine, and as all other carpenters were given eight hours, the ship carpenters concluded to make it the same all around. A number of mechanics have gone to other ports, where wages are even better than here. When one of the men was asked about their "trouble," he replied by saying the ship carpenters had no trouble. They get their hours and wages or they don't work on the job. There is plenty of employment for them on the eight-hour basis.

WOODWORKERS STILL OUT.

The woodworkers still hold out, although the Building Trades Council has removed the boycott from the material of the unfair mills. Many of the members have secured employment in fair mills in Portland, and others have left for other points where work is plenty and hours reasonable, until there remain on strike about 40 or less men.

The men will not change their position until the arrival of Thomas I. Kidd, president of the Amalgamated Woodworkers, whose advice will be acted upon promptly. The good mechanics find no difficulty in securing employment at nine hours, and the unfair mills are badly crippled by a lot of inexperienced help.

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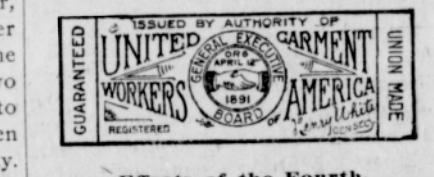
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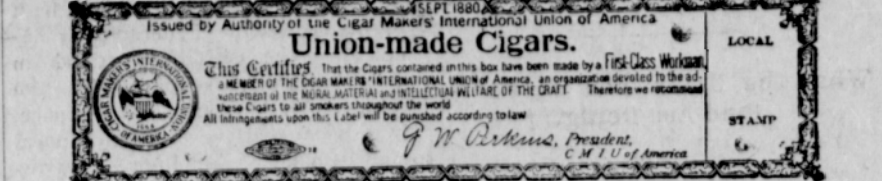
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Lehen Bros.—209 Third street.
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Meets Every Tuesday in Union Hall
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Trade Union Directory
Portland Federated Trades Assembly—Meets every Friday in A. O. U. W. Bldg., sixth floor, Third and Taylor streets.
Amalgamated Association of Street Railway Employees of America, Division 181—Meets first and third Monday evenings at 8:45, in Union Hall, Union block.
Amalgamated Meatcutters and Butchers' Workmen, Local 143—Meets every Thursday at 8 P. M., in Eagles' Hall, corner Second and Yamhill.
Amalgamated Sheet Metal Workers' International Association, No. 16—Meets every second and fourth Tuesday at 22½ Yamhill street.
Amalgamated Woodworkers' Union No. 68—Meets every second and fourth Thursday, at 22½ Yamhill street.
Beer Drivers' Union, Local No. 201, National Union of United Brewery Workers, U. S. A.—Meets every first and third Saturday, corner Eleventh and Morrison streets.
Blacksmiths' Union—Meets every Wednesday night at 23½ Morrison street.
Bricklayers' International Union No. 1—Meets every Wednesday at 22½ Yamhill street.
Brotherhood of Painters, Decorators and Paperhangers of America, Local No. 10—Meets every Thursday, 23½ Morrison street.
Brotherhood of Railroad Trainmen, Sunset Lodge No. 130—Meets every first and third Sunday, at 2 P. M., in Auditorium Hall.
Building Trades Council—Meets every Monday evening at 23½ Morrison street.
Bartenders' League—Meets every Monday afternoon at 2:30 o'clock, at G. A. R. Hall.
Cigarmakers' International Union of America, Local No. 202—Meets every first Tuesday at 22½ Yamhill street.
COOKS' ALLIANCE, Local No. 189—Meets every Monday evening in A. R. Hall, First and Taylor streets, G. C. Rollman, secretary, No. 23 North Sixth street.
Expressmen's Union—Meets every Tuesday evening at 23½ Morrison street.
General Longshoremen's Union, No. 265—Meets every Thursday evening at Union Hall, Union block.
Grain Handlers' Union, No. 282—Meets at Schantz's Hall, corner Knott and Delay streets, every Tuesday evening.
I. L. A. No. 264—Meets every first and third Saturday at Union Hall, Second and Stark streets.
International Association of Machinists, Local No. 63—Meets every first and third Friday in Alisky building.
International Brotherhood of Bookbinders, Local 90—Meets every third Tuesday evening of each month at 300 Alisky Bldg., First and Taylor streets.
Ironworkers' Union No. 113—Meets every first and third Thursday at 22½ Yamhill street.
Journemen Barbers' Union, No. 75—Meets every Monday evening, Eagles' Hall, corner Second and Yamhill streets.
Journemen Horsehoers' Union No. 41—Meets every first and third Thursday in room 21, McKay building.
Journemen Plumbers' and Gasfitters' Association, Local No. 51—Meets every Monday evening at 22½ Yamhill street.
Journemen Tailors, Local No. 74—Meets every second and fourth Monday in Union Hall, Second and Stark streets.
Lumbermill Workers' Union of the North, west No. 1—Meets every first and third Sunday, at 2 P. M., in Upchurch Hall, corner Seventeenth and Marshall streets.
Mount Hood Lodge of the Brotherhood of Boilermakers and Iron Shipbuilders, Workmen of America, Local No. 21, meets every second Tuesday of the month and fourth Thursday in Alisky Hall.
Multnomah Typographical Union No. 58—Meets every first Monday of the month at 2 P. M., in auditorium hall.
Musicians' Mutual Association, Local 90—Meets every first Tuesday evening, in room 21, McKay building.
National Association of Letter-Carriers, Branch No. 32—Meets every second Wednesday of the month in the Post-office building.
National Union of the United Brewery Workers' of the United States, Local No. 1—Meets every second and fourth Saturday at 22½ Yamhill street.
Portland's Bakery Workers' Local No. 12, L. B. of B.—Meets every first Tuesday evening in the month in Hall No. 30, Alisky Building.
Plasterers' Union, No. 1—Meets every Friday evening at 12½ First street.
Portland Laborers' Protective Union—Meets every second and fourth Sunday, at 2 P. M., at 22½ Yamhill street.
Portland Printing Pressmen's Union No. 16—Meets every second Tuesday of the month in McKay building, room 21.
Portland Bakers' and Confectioners' Union, No. 102—Meets every first and third Saturday, at 6 P. M., at 22½ Yamhill street.
Portland Theatrical Stage Employees' Union—Meets every second Thursday of the month at Cordray's Theater.
Retail Clerks' Protective Association, Local No. 249—Meets every Wednesday evening, at Alisky Hall, corner Third and Morrison.
Shipwrights' Caulkers' and Shipjoiners' Association of the Port of Portland—Meets every first and third Saturday at 22½ Yamhill street.
Stablemen's Union, No. 949—Meets every Monday evening in room 226, Alisky Building.
Team Drivers' International Union, Local No. 102—Meets every Tuesday evening in Union Hall, Stark street, between First and Second.
The International Brotherhood of Electric Workers, Local No. 125—Meets in Caledonia Hall, Second and Yamhill, every Wednesday evening.
United Brotherhood of Leatherworkers on Horse Goods, Branch No. 55—Meets every Wednesday evening in Union Hall, Union block.
United Brotherhood of Carpenters and Joiners of America, Branch No. 50—Meets every Wednesday night, in Eagles' Hall, corner Second and Yamhill streets.
United Brotherhood of Railway Employees, Local No. 4—Meets every second and fourth Saturday evenings at Alisky Building, corner Third and Morrison.
Waters' Alliance, Local No. 21—Meets every Monday evening at 8:30 at 24 Third street. President, Frank Bean; Secretary, M. F. Pike, 24 Third street.
Wood, Wire and Metal Lathers International Union, Local 54—Meets every Thursday evening in room 214, Chamber of Commerce Building.
Woodworkers' Local Union, No. 66—Meets every Wednesday night at Trades Union Hall, Second and Yamhill.