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A PUBLIC BENEFIT.

That the convention of miners would ratify the policy recommended by Mr. Mitchell and the district presidents in the settlement of the coal strike was not a surprise, but it is indeed gratifying that it was made unanimous. If ever men were deserving of the undivided support of their constituents, these men were. For over five months they practically carried the burden of 150,000 men of cosmopolitan degree, and were pitted against an aggregation of the shrewdest financiers of the age. To have lost a single trick would have cost them everything. But Mr. Mitchell and his colleagues played a master hand. They were honest and supported by their men with unrestrained confidence. Their cause was just and they were aided by the sympathy of the public, and financial assistance from organized labor, both in this country and Europe. Mr. Mitchell is unstinted in his praise of President Roosevelt for fearlessly forcing the operators to show their hand. He also credits J. P. Morgan as favoring arbitration. With these two, the public support and financial aid of their friends, the miners forced the operators to capitulate and submit to an impartial court of inquiry for the adjustment of the difficulties.

Great bitterness grew out of the battle between the opposing factions that will not be entirely eliminated after the board of arbitration has spoken, but the causes of contention will be public property, which in itself will tend to regulate the future negotiations between capital and labor. By the action of President Roosevelt, the employer and employee have been placed upon common ground. The differences were taken away from the seat of the controversy because Governor Stone failed to do his duty and permitted the difficulty to extend beyond the limits of the state. In the first place, the coal companies were indulged in the violation of a state law. For this there was no prosecution. And immediately upon the aggression and violence of a few individual miners, Governor Stone came to the rescue of the violating operators with the state military. The miners' union did not transgress a single law, but the coal operators union did—not only civil, but moral. Therein lies the germ of industrial infection. The coal strike has laid bare the actual disorder which will be disinfected by public investigation. It is not the intent of our Government policy to discriminate against its subjects, but the battle of the coal operatives will show that organized capital has abused this inalienable right. Herein lies the danger, and the American people begin to see it. Organized labor is the medium of subverting the rights of the masses and restraining the abnormal growth of concentrated capital. Mr. Mitchell and his people have not only done themselves an invaluable benefit, but the Government itself. It is through such forces as these that our republic will remain intact. Mitchell has been a public benefactor, and he was supported by a fearless and just President.

Last Saturday afternoon a delegation of Longshoremen from Local 264 paid the Labor Press a visit in behalf of George Conway, superintendent of the O. R. & N. water lines, characterizing him as their friend. They say that they know nothing about the grievances of the Marine Engineers' Association against him, but that he aided them in securing better conditions last Summer. And that they were grateful to him for it, and wished it understood that they do not enter into the controversy between him and the engineers. Upon the request of these gentlemen the Labor Press makes public the attitude of the longshoremen toward Mr. Conway. The Labor Press also publishes the grievance of the engineers, and so long as they are right, will champion their cause the same as that of any other body of union workmen. If Mr. Conway has aided the longshoremen in any way, it is natural and proper that

they should give him credit for it, but if, on the other hand, he acts unfairly toward another labor organization, the latter has as much right to oppose Mr. Conway as the other has to defend him. The Labor Press is in the field to champion the cause of organized labor for all unions alike, and cannot become biased when there is a difference of this character. The longshoremen cannot be accused of ingratitude toward Mr. Conway, and it is presumed the engineers would feel correspondingly grateful to him if he would use his office to better their condition, as he did in the case of the former.

The reform campaign inaugurated by Charles Lord in behalf of the Law Enforcement League has created considerable warranted criticism and incredulity as to the motive involved. There is a sinister complexion to the whole affair which makes the true reformer and advocate of law enforcement shake his head. In the first place, the personnel of the league has no identity, and in the second place Lord has shown himself an ingrate. It is a well-known fact that he has and was up to a short time ago hobnobbing with the gamblers of the North End. And if he was so pregnant with reform, he could have used some of his energy in this direction during his incumbency as District Attorney. The Labor Press is in full accord with any movement that will tend to advance our moral and civil interests, but Mr. Lord and his Law Enforcement League are working a scheme that doesn't mean what they profess. It looks very much as if Lord had taken a larger bite than he can digest.

A FRIENDLY MEETING.

A friendly meeting was held between the members of the Manufacturers' Association and a committee of labor representatives in the Chamber of Commerce Building, at which the drydock question was the sole topic of discussion. As the meeting was entirely informal, no extended debate was entered. It will be shown why the drydock should be built in the Port of Portland. The members of the association seemed anxious to get at the bottom of certain statements why the building of the dock was removed from Portland, and wished the public to know that they decidedly favor the building of the drydock in this port.

The members also seemed to express a desire that the association and Federated Trades Council get better acquainted, and interchange greater cooperation with the manufacturers that has existed heretofore.

The Brye-Braun "scab" butchers organized a union amongst themselves last Sunday night, and will have the nerve to ask for a charter from the American Federation of Labor. Of course, the petition will be refused upon the basis that the "scabs" already have the opportunity to join a Butchers' Union chartered by the American Federation of Labor, and that the "scab" organization is an antagonistic body. There can be no other construction made in the premises. There are 32 shops selling and 44 not selling the boycotted meats in Seattle. The union orders demand settlement by arbitration, but the company refused to recognize the union.

The daily press reports that contracts will soon be let for the building of two large and fine stern-wheel steamers in Portland. One of them is for the Pacific Coast Steamship Company of Seattle, and will cost \$100,000. The reason assigned for her being built here is because all vessels turned out in the Portland shipyards have given better satisfaction than those built in the Northern ports. The White Collar line will have the other built. She will be known as the Telephone and will be equipped with powerful engines. And there are some people who insist that the Shipwrights and Calkers' Union has forever ruined Portland as a ship-building port.

The French miners' strike was brought up in the Chamber of Deputies Tuesday in the form of a Socialist interpellation criticising the government's military measures to protect non-strikers. M. Thiriver, Socialist, Deputy from Mount Lunon, declared that the government, by placing troops at the service of the company, was abandoning its neutrality, and he demanded their recall. M. Balay, Socialist, insisted that the government should impose arbitration on the mineowners, who, he declared, were alone benefited by the strike, as it kept up the price of coal.

The demand for an extra session of the Oregon Legislature seems to originate from an idea that to get a few important measures—including an appropriation for the Lewis and Clark Fair—that it must be done before the Senatorial whirligig starts to move. That is all the more reason why United States Senators should be voted for directly by the people.

There is a disposition on the part of many wage earners to criticise a rich man and impugn the methods employed

of accumulation. Frequently this is done because they are not familiar with the facts. There are many men of immense means who have the interests of the masses as much at heart as those of modest means, and have acquired their fortunes honestly. It is not the purpose of organized labor to attack legitimate property, but dishonest aggregations of wealth reflect upon the individual financier. It can hardly be expected that an unfortunate neighbor can always deal magnanimously with a richer one.

Some people maintain that no matter what agency is employed to secure a healthier moral tone in our city, it should be condoned. But if the devil were to enter the Lord's service for the express purpose of securing a few more victims for his inferno, it would be a different proposition. Mayor Williams was elected upon a reform policy, and if let alone would reasonably enforce all ordinances for the common weal, but a few politicians, from some hidden motive, attempt to wrest this prerogative from him and make his purpose seem ridiculous by instituting an excess of a good thing.

Notwithstanding that Franklin K. Lane is the Democratic candidate for Governor of California, the Examiner refuses to support him because he is a product of the McNab-Phelan machine, the avowed enemy of organized labor. The Examiner announces that it has and will continue to espouse the interests of the common people—the wage-earners—and therefore will not lend any support to this unholy alliance. The labor papers of California prefer Dr. Pardee to Lane, notwithstanding that Lane is an honorary member of the Typographical Union.

The executive committee of the California State Federation of Labor has decided to take up the matter of warships being built in navy-yards, and will communicate with candidates for Congress to obtain their views on the question.

INSIDE HISTORY.

(Continued from page 1)

coal railroads are the last persons in the world who should object to a combination of employees to secure their interests. The railways tapping the anthracite field have been welded into one great combination through the genius of Mr. Morgan. All previous efforts to form a combination and stop the cutting of prices resulted in failure, but Mr. Morgan succeeded, and succeeded so completely that competition in the anthracite business is a thing of the past. The railways themselves directly mine about 80 per cent of all the coal. The remaining 20 per cent they buy of the so-called independent operators. The railroads take all this coal, haul it to market, and sell it along with their own, and give the operators 65 per cent of the proceeds. The result is that the railroads fix the price of all the coal produced by the region. There is no such thing as competition in the trade. There is but one seller. No producer of coal is in the market underbidding other producers in order to secure sales.

Every month the representatives of the coal railroads meet and fix prices. When once fixed these prices are adhered to. There are no discounts, there is no cutting. Under the old regime prices were thus nominally fixed, and every one proceeded to cut them in order to secure sales. But since Mr. Morgan took hold of the industry and worked out the present combination, prices have been flat all the way through. The result is great prosperity in the coal trade. Moribund corporations are looking up. Stocks are rising in value. The Morganized roads control 68 per cent of the entire output of the region. The Vanderbilt roads control most of the remainder. Practically speaking, there is no limit to the price which the men who control this great trade may put upon their coal. There is no competition. The railway presidents say they have to meet the competition of soft coal, and that the price of anthracite is regulated by the price of bituminous. This is true, and it isn't true. It is true as to some of the steam coal, where hard and soft do compete. It is not true as to the sizes used for domestic purposes, by long odds the heaviest part of the trade. Here hard coal is a luxury, an absolute monopoly. Even as to steam coals, the competition is not sharp. Hard coal has a great advantage. It brings higher prices, and smoke ordinances favor its use in most cities. Broadly speaking, there is no competition against anthracite. The only competition is that of another and similar article used for like purposes. Soft coal is a competitor of hard just as cotton is of wool, and as corn meal is of wheat flour. If wheat is pushed absurdly high in price, people will turn to corn, but not otherwise.

"Broadly speaking, the managers of the anthracite industry can get what price they like for their product. Since Mr. Morgan organized the combination the average wholesale prices have been put up from less than \$3 to \$3.65 per ton. That was before the strike. The constant tendency of the price is upward. The policy of the management is to treat anthracite coal as a luxury and as a monopoly, which it is; further, to make the public pay about all the public will pay, because the supply is limited. The owners of the mines know almost to a ton how much coal they have down in the earth. Unlike the soft-coal mines, they can reckon to a year when the supply will become exhausted if a certain rate of production be followed. Hence the policy of getting high prices for a limited output rather than low prices for a much greater output."

"From the labor point of view, an industry so peculiarly favored as this can well afford to give good pay to its

men. As a matter of fact, wages are lower in the anthracite field than in the bituminous regions. The writer has visited and carefully investigated both, and finds the labor better paid in the soft-coal mines. Not only are the average wages per day a trifle better among the soft-coal workers, but the work is steadier. Deliberately, the anthracite corporations have kept in their region nearly twice as many men as are needed to turn out the limited output the high prices which they insist upon charging will permit the public to consume. If the present demands of the anthracite miners were granted, their average earnings would be about equal to those of the soft-coal workers in West Virginia, Ohio and Illinois.

"For these reasons Senator Hanna and others have insisted that the demand of the miners should have some attention. It is not generally known, but it is true, that during the conferences between Mr. Mitchell and the presidents and the Civic Federation, Mr. Hanna was authorized to say that the miners would accept the equivalent of a 5 per cent increase of wages. This would have cost the producers the insignificant sum of three millions of dollars a year, a trifle in comparison with the conservatively estimated total profits of \$75,000,000 a year on the output of 55,000,000 tons.

"At the risk of betraying some of the unpleasant secrets of this great strike I deem it my duty to record the fact that Senator Hanna has unmercifully scored the presidents of the roads. He declared he would not have one of them manage any business of his. He further said that if these men were not so short-sighted they would perceive that they could afford to spend a million dollars a year to keep John Mitchell in the presidency of the union, rather than to have a conservative like him ousted and a radical elected to take his place.

"In June the railway presidents gave out statements to the New York newspapers in which they declared the Civic Federation had done more harm than good in the coal strike, and intimating that Mr. Hanna would do better not to try to mix politics with labor questions. Senator Hanna was indignant. He called up George W. Perkins on the long-distance telephone. Perkins told Hanna not to mind what the railroad presidents were saying, to let it pass. 'But I do mind, and I won't let it pass,' replied Hanna. 'Perkins, I want to serve notice on those men through you that if I ever see another line like that in the papers coming from them, I will go to New York, call a meeting of labor people at Cooper Union, and in a speech of an hour's length I'll give the full history of this coal strike. You know what that means.'

"George W. Perkins at once passed the word on to the presidents of the railroads, and from that day to this they have not uttered a word in criticism of Senator Hanna or the Civic Federation. A speech from Senator Hanna at Cooper Union, reviewing the inside history of the coal strike, would indeed create a sensation. Its context would follow quite closely the preceding narrative."

LABOR NOTES.

Bricklayers in Fresno secured a raise of \$1 more a day.

The Union Labor party of Jueneau, Alaska, has elected 24 members to the Legislature.

The strike of the machinists against the Union Pacific threatens to extend to all of the Harriman lines.

It is stated that the sale of nonunion shoes in Illinois has decreased 75 per cent in the last six months.

The American Federation of Labor reports an increase of over 200,000 members in the last four months.

During September the Bakers' International Union shipped 20,800,000 labels to bakers throughout the United States.

The barbers of San Francisco are circulating a petition among the boss barbers for the closing of shop on Sunday.

Out of \$4,500,000 spent by the Cigarmakers' International Union, less than 15 per cent was spent for strike purposes.

The City Council, of Vancouver, B. C., has ordered the union label on all the printing and policemen's and firemen's clothes.

Through conciliation and a mutual agreement with employers, the iron molders hope to establish a national nine-hour day by January 1 next.

The national convention of United Garment Workers ordered a general committee to pay attention to the matter of Chinese labor in the West.

Special permission must be obtained from the government in Switzerland before a woman or girl may be employed before 6 A. M. or after 8 P. M.

The Salem Central Labor Union will give a grand ball for the benefit of the coal miners on October 24. Governor and Mrs. Geer will lead the grand march.

The strikers on the Hudson Valley Road, at a meeting at Glens Falls, N. Y., decided to accept the proposition of the company to arbitrate the question in dispute.

Officers of the Chicago Federation of Labor have appealed to Helen M. Gould to investigate the working condition of the children employed by the Western Union Telegraph Company.

Signor Luzzati, of Rome, suggests a conference of European statesmen and economists to consider the subject of trusts and combines and adopt some means to meet the "American danger."

German printers of Chicago won a remarkable victory last week. For a number of years the Illinois Publishing Association, which controls three daily papers and several weeklies, has fought organized labor with great bitterness. But the boycott of the workers was waged vigorously, with the result that the association surrendered, signed the union scale and "squared" its offices.

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