

MR. HEARST AND THE COAL TRUST.

In a signed communication to the San Francisco Examiner of April 27, William Randolph Hearst reviews his campaign against the coal trust before the courts of New York and the Interstate Commerce Commission, and also refers to the impatient assertion of President Baer last Friday while on the witness stand before the commission, when he said: "I am getting tired of some of your friends assuming a virtue superior to the rest of us and trying to make out that the business men of this country are a gang of conspirators trying to evade the laws."

Incidentally touching upon this and the history of the case in question, Mr. Hearst continues.

"The coal trust is a perfect specimen of the criminal trust. There are a good many of them, existing and operating outside the law. And there is not one of them, when it is sought to deprive it of its illegal privileges, that is not ready with the cry that the country's 'business interests' are being assailed. All men of property are invited to make its cause their own against 'demagogues' and 'socialistic' attack."

"To everybody who can think with breadth of the country's business conditions it is apparent that these criminal trusts are the foes of solidly founded prosperity."

"Their gains are not legitimate profits, but the fruits of extortion through the power of unlawfully obtained and maintained monopoly—stealings simply."

"Between a trust of this kind, which plunders everybody, rich and poor, who is not a sharer in its booty, and a legitimate business combination there is precisely the same difference as between a pirate ship and an honest merchantman."

"The greatest economies are to be accomplished by combination, concentration and a perfected system. There are economies to be accepted in the superior purchasing power of large concerns and in the elimination of unnecessary expenditures and unnecessary cogs in the economic machine. These are economies in general management and the distribution over several establishments of certain necessary expenses. * * * Legitimate combinations restrict competition through superior organization and the ability to undersell competitors, and such combinations thus share with the public the advantages of their scheme, for all decrease in cost of production is of more good to the public, to the consumer as well as producer, whenever the public is allowed to share in the advantage. There is no limit to combinations in such directions. Labor combination, which does not plunder the public, may expand indefinitely, absorbing all analogous business. It excludes opportunity for useless competition."

"No man of sense will deny to capital its natural advantages, but to these advantages should not be added the right to scorn the law in order to create and preserve a robbing monopoly. Capital, when it becomes criminal, is a public enemy."

"As a business man myself, dependent upon the prosperity of my various enterprises, I have a personal interest in the suppression of the sort of piracy that the commercial trust typifies. Such combinations are cancerous growths on the business of the nation."

"It is not, however, as a business man, but as a citizen that I am chiefly moved, to exert myself to suppress absolutely these conspiracies against the common welfare. They do worse than rob the people; they corrupt politics and rot our public life. It is my hope that by making an example of the coal trust by bringing it within reach of the law and compelling the men who comprise it to do business as business men and not as banded freebooters a precedent will be set under which other similar conspiracies in restraint of trade can be successfully dealt with."

"If, however, my efforts shall result in proving that the laws are so defective that such robbery of the people as that practiced by the coal trust cannot be interfered with, then it shall be my duty as a representative to join with others in Congress to propose such legislation as shall bring the laws into harmony with justice and the true business interests of the country."

COST OF BEING ALONE.

The strike on the Canadian Pacific Railway lasts pretty well, but from all the information available victory for the men does not seem any nearer than on the day of the strike. The men evidently have serious grievances, and are holding out with commendable persistency. The weak point in their armor is their independent organization. The men involved belong to the United Railway Employees' Union. This is an organization recently formed in opposition to

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the various railway brotherhoods. The policy of the latter is to organize the various branches of railroaders in separate unions or "brotherhoods," such as firemen, engineers, conductors, switchmen, trainmen, etc., while the United Railway Employees, as its name indicates, joins all railroaders in one organization. As to which of the two plans is the better the Union Record does not here intend to express an opinion. But we will say unequivocally that both are wrong in one thing; neither of them affiliates with unions of other crafts. They adhere to the go-it-alone policy. They have always done so. It is our firm belief that to this fact many of the failures of railroad men to obtain their demands from the companies is attributable. Be this as it may, however, it must be said that the railway boys are at least consistent; they go on strike without consulting anybody else, and if they lose they do so without "a holler"—they are "game losers." Men who have that quality in them will eventually see the folly of "going it alone," and join hands with just as game men in other callings, for the mutual benefit of all. We hope to live to see the day when all railway employees will be under one national head, and through that affiliated with all other union men, under the American Federation of Labor. First the railway boys must learn that their interests, like those of all other craftsmen, can best be served by close alliance. Let them, if they will, like the building trades, the printing trades, and other allied craftsmen, maintain separate unions of the various divisions of their work—but let them get together in a railway employees' alliance. Affiliation with other trades will follow as naturally as day succeeds night. The plea now made by the various railway organizations that they do not affiliate with the American Federation of Labor because its methods are wrong is untenable; the railway unions' methods are wrong, or they would get together; their charge against the A. F. of L. is a case of black pot, black kettle. The great drawback to real solidarity of labor in this country is this persistency of the railway crafts in refusing to affiliate with other crafts. The railway boys have yet to learn the true meaning of the union axiom that "the welfare of each is the concern of all" organized workmen. When they fully comprehend what that term implies the beginning of the end of the campaign for the rights of labor will have been reached. Numerically the railroads are the strongest branch of labor on the American continent. When they decide to cast their lot with other organized workmen not all the machinations of the Morgans, the vain glories of the Vanderbilts, the guiles of the Goulds, nor the rule of the Rockefeller's can stay the march of labor toward the goal of its just rights. The railroaders should get into the American Federation of Labor. If the methods of that body are wrong, the craftsmen comprising it are ready to be shown, and the railroaders would be strong enough to do the showing.—Seattle Union Record.

The International Brotherhood of Blacksmiths and Chicago Metal Trades Association have signed an agreement that gives 2500 workers a 10 per cent increase in wages. The men are granted a nine-hour day and time and a half for overtime and all future disputes are to be settled by arbitration.

Corvallis & Eastern Railroad

TIME CARD No. 21.

No. 2 For Yaquina:		
Leaves Albany.....	12:45 P. M.	
" Corvallis.....	2:00 P. M.	
Arrives Yaquina.....	6:15 P. M.	
No. 1 Returning:		
Leaves Yaquina.....	6:45 A. M.	
Leaves Corvallis.....	11:30 A. M.	
Arrives Albany.....	12:15 P. M.	
No. 3 For Detroit:		
Leaves Albany.....	7:00 A. M.	
Arrives Detroit.....	12:05 P. M.	
No. 4 From Detroit:		
Leaves Detroit.....	12:45 P. M.	
Arrives Albany.....	5:35 P. M.	

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8:05	9:05	10:05	8:45
8:20	9:15	9:50	8:30
8:35	9:35	9:35	8:00
8:45	9:40	9:30	7:54
8:50	9:50	9:20	7:54
8:58	10:00	9:12	7:38
9:08	10:10	9:02	7:28
9:19	10:21	8:52	7:17
9:37	10:39	8:37	7:02
9:48	10:50	8:17	6:41
10:08	11:10	8:07	6:32
10:20	11:22	7:50	6:20
10:30	11:30	7:40	6:10

SEASIDE DIVISION.

LEAVE: 11:30 a. m. Astoria for Warrenton, 11:35 a. m. Flavel, Fort Stevens, 5:50 p. m. Hammond and Seaside.

ARRIVE: 9:40 a. m. Warrenton, 10:45 a. m. Flavel, 12:30 p. m. Fort Stevens, 1:30 p. m. Hammond and Seaside.

SEASIDE.

LEAVE: 6:15 a. m. Seaside for Warrenton, 6:30 a. m. Flavel, Knappa, 2:30 p. m. Stevens and Astoria.

ARRIVE: 9:50 a. m. Warrenton, 12:30 p. m. Flavel, 1:30 p. m. Stevens, 7:30 p. m. Astoria.

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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 182—Meets first and third Monday evenings at 8:45, in Union Hall, Union block.

Amalgamated Meatcutters and Butcher Workmen, Local 165—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 2:30, Yamhill street.

Amalgamated Woodworkers' Union No. 8—Meets every second and fourth Thursday, at 2:30, Yamhill street.

Bartenders' League meets every Tuesday evening at G. A. R. Hall, First and Taylor.

Beer Drivers' Union, Local No. 204, National Union of United Brewery Workers, U. S. A.—Meets every first and third Saturday, corner Eleventh and Morrison streets.

Blacksmiths' Union meets every 1st and 3d Monday evening in room 27, Chamber of Commerce Building.

Bricklayers' International Union No. 1—Meets every Wednesday at 2:30, Yamhill street.

Bartenders' League meets every Tuesday, alternating at 2 P. M. and 7:30 P. M., at 244, Alder street.

Brotherhood of Painters, Decorators and Paperhangers of America, Local No. 10—Meets every Thursday, 234, Morrison street.

Brotherhood of Railroad Trainmen, Sunset Lodge No. 130—Meets every first and third Sunday, at 1 P. M., in Auditorium Hall.

Broom Makers' Union meets every 1st and 3d Monday at 12:15, First street.

Builders' Trades Council meets every Monday evening at 2:30, Morrison street.

Carpenters' and Upholsters' Union meets every Wednesday night at the corner of Second and Yamhill.

Chaparral International Union of America, Local No. 202, meets every 1st and 3d Tuesday night at 2:30, Yamhill.

Cooks and Waiters' Alliance—Meets every Saturday night at A. O. U. W. Hall, Second and Taylor.

Coopers' International Union, Local No. 132—Meets the first and third Thursdays in every month at No. 300, Alisky Building.

Expressmen's Union—Meets every Tuesday evening at 2:30, Morrison street.

Flour and Cereal Millers' Union—Meets every second and fourth Saturday in each month in the Caledonian Hall.

Glass Workers' Union, Local No. 19, meets every 2d and 4th Saturday at the corner of Second and Morrison.

General Longshoremen's Union No. 285, meets every 1st and 3d Thursday at Union Hall, corner of Stark and Second. General headquarters 29 North Front.

Grain Handlers' Union, No. 208—Meets at Schramm's Hall, corner Knott and Delay streets, every Tuesday evening.

I. L. A., No. 24—Meets every first and third Saturday at Union Hall, Second and Stark streets.

International Association of Bridge and Structural Iron Workers meets every Saturday night at the corner of Second and Yamhill.

International Association of Machinists, Local No. 88—Meets every first and third Friday in Alisky building.

International Association of Marble Workers meets every 1st and 3d Thursday at corner Third and Columbia.

International Association of Ship Riggers, Liners and Painters meets every 3d and 4th Thursday at corner of Second and Ash.

International Brotherhood of Bookbinders, Local 86—Meets every third Tuesday evening of each month at 300 Alisky Bldg., Third and Morrison streets.

International Brotherhood of Electrical Workers, No. 135—Meets every Wednesday evening in Painters' Hall, Second and Yamhill.

International Shinglers' Union meets every Thursday in room 26 Labbe Building, corner Second and Washington.

International Union of Wood, Wire and Metal Lathers meets every Thursday night at 12:15, First street.

International Union of Steam Engineers meets every Saturday in room 300 Alisky Building.

Iron Trades Council meets every 2d and 4th Monday in room 227 Chamber of Commerce Building.

Iron Molders' Union No. 139—Meets every first and third Thursday at 2:30, Yamhill street.

Journeyman Barbers' Union, No. 75—Meets every Tuesday evening in A. O. U. W. Building, sixth floor, Third and Taylor streets.

Journeyman Horsehoers' Union No. 41—Meets every first and third Thursday in room E. L. May building.

Journeyman Plumbers' and Gasfitters' Association, Local No. 61—Meets every Monday evening at 2:30, Yamhill street.

Journeyman Tailors, Local No. 74—Meets every second and fourth Monday in Union Hall, Second and Stark streets.

Laundry Wagon Drivers' Union, No. 419—Meets every first and third Wednesday at Federated Trades Hall, sixth floor A. O. U. W. building.

Laundry Workers' Union, No. 80, meets every Monday evening at A. O. U. W. Hall.

Lumber Mill Workers, No. 34, meets 1st and 3d Sunday afternoon at 1:30 in Foresters' Hall, northwest corner Second and Yamhill.

Mount Hood Lodge of the Brotherhood of Boilermakers and Iron Ship-Builders, Local No. 72—Meets every second and fourth Thursday in Alisky Hall.

Multnomah Typographical Union No. 58—Meets every first Sunday of the month at 3 P. M., in Auditorium Hall.

Musicians' Mutual Association, Local 86—Meets every first Tuesday at 2 P. M., in room 24, Chamber of Commerce.

National Association of Letter-Carriers, Branch No. 83—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. 7—Meets every second and fourth Saturday at 2:30, Yamhill street.

Portland's Bundry Women's Local No. 112, I. B. of W.—Meets every first Tuesday evening in the month in Hall No. 300, Alisky Building.

Plasterers' Union meets every Wednesday night at 12:15, First street.

Portland Laborers' Protective Union meets every Friday night at 2:30, Yamhill.

Portland Printing Pressmen's Union meets every 4th Tuesday at 12:15, First street.

Portland Bakers' and Confectioners' Union—Meets every first and third Saturday, at 8 P. M., at 234, Yamhill street.

Portland Theatrical Stage Employees' Union—Meets every second Thursday of the month at Corday's Theater.

Real Estate Clerks' Protective Association, Local No. 240—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 2:30, Yamhill street.

Stabblers' Union, No. 9419—Meets every Monday evening in room 300, Alisky Building.

Stationary Firemen's Union, meets every first and third Sundays, at 2 P. M., at 391 Hoyt street.

Team Drivers' International Union, Local No. 162—Meets every Tuesday evening in Union Hall, Stark street, between First and Second.

The International Brotherhood of Electrical Workers, No. 135—Meets in Caledonian Hall, Second and Yamhill, every Wednesday evening.

United Brotherhood of Leather Workers meets every 1st and 3d Thursday at A. O. U. W. Hall.

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, Division No. 4—Meets every second and fourth Saturday evenings at Alisky Building, corner Third and Morrison.

Water Front Federation meets every 3d and 4th Monday at 12:15, First street.

Woodworkers' Local Union No. 66—Meets every Wednesday night at Trades Union Hall, Second and Yamhill.

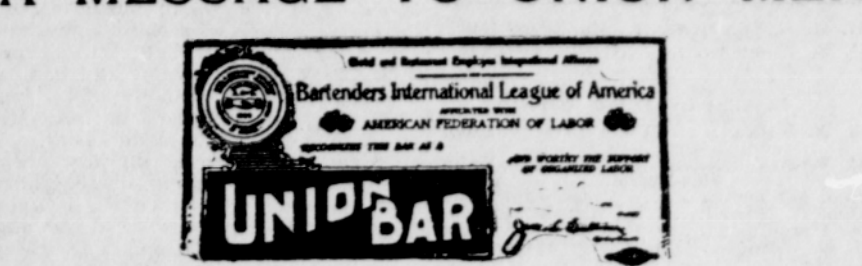
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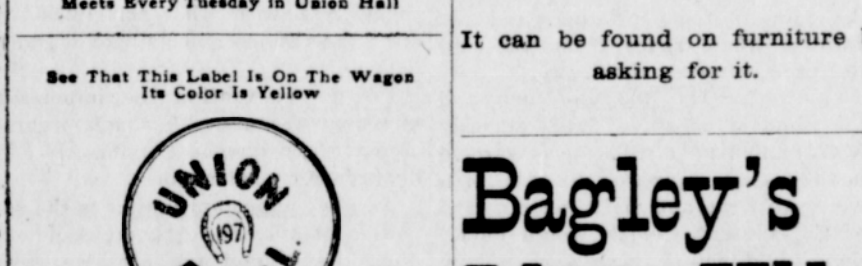
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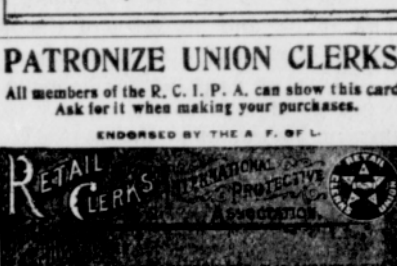
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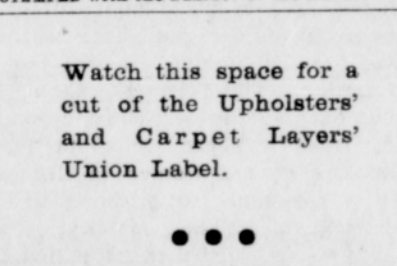
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