

MAKING LIFE MISERABLE.

The Los Angeles Examiner Is Causing Otis to Put in Sleepless Nights.

LOS ANGELES, Cal., Jan. 21.—(Special Correspondence.)—Hearst's Los Angeles Examiner has inaugurated a special-train service, in order to deliver the paper throughout Southern California before breakfast each morning. It has been learned that Otis called upon the railroad officials and insisted that the Times also be carried upon this train, Otis offering to pay half the expense. This proposition was flatly refused by the Examiner, and Otis was informed that if he wanted a special train there is no law to prevent him having such—provided he paid \$60 a day. Otis was finally compelled to do this, and now there are two special trains going out of Los Angeles each morning, where a month ago there were none. This one item alone will cost Otis \$21,900 a year, and when it is borne in mind that his circulation in every suburban town reached by the special train is less than it was before he was forced to put on a special train, and that the circulation of the Times will continue to decrease, it can readily be seen that Otis is, figuratively speaking, "between the devil and the deep sea." Should he discontinue his special train, the Times would lose nearly all its suburban subscribers; should he continue the train service, he is forced into an extra expense of nearly \$22,000 a year.

And thus it is all down the line. The coming of the Examiner has added untold expense to the pay-roll of the Times, compelling Otis to purchase a color-press, and to supply additional solicitors and correspondents in all near-by towns. Otis is up against a problem that he cannot waive aside by misrepresentation and abuse. Day by day he sees his circulation dwindle, and nearly every foreign advertisement has been withdrawn. The local merchants whom Otis thought he owned are dividing their patronage with the new-comer, and viewed from every standpoint, the conclusion is inevitable that fate has in store for the Los Angeles Times the worst thrashing that has ever been administered to any unfair, union-hating sheet since the world began.

Organize anti-Times committees in every union throughout the United States, and correspond with Arthur A. Hay, 331-332 Wilson Block, Los Angeles, Cal., and receive printed lists of advertisers who are defying organized labor.

This is a fight that must and will be won.

Some Figures.

These are sleepless nights for Mr. Otis, says the Los Angeles Labor News.

He is up against the "real thing." Last year, according to his own figures, which of course lied, the Times cleared \$90,000. Mr. Otis said it was the most prosperous year in the history of the paper.

All right.

Now, how about the year 1904? The Examiner is now in the field. It has forced the Times to follow its lead and put on a special train around the "kite-shaped track" at an expense of \$60 a day, or \$21,900 a year. Take that from the \$90,000. The Times has been forced to install a second-hand color press, costing at least \$20,000, and employ an additional pressman permanently. This scab will probably be paid \$15 a week or \$780 a year. Four additional reporters have been employed at \$15 a week each. This will mean about \$3172 each year that will come out

of the "soldiers' jeans. Two more subscription solicitors have been placed on the road. Even at the starvation wages paid by Mr. Otis, they will not cost less than \$50 a week. This will make about \$2050 annually. Impartial and conservative persons state that the Examiner will take from five to ten thousand subscribers away from the Times during the year. Take the lowest figure and multiply it by \$9, the price for a year's subscription of the Times, and we have \$45,000. Take that from the \$90,000. The total amount of advertising printed in the Times for the first thirteen days in January, 1903, was 32,595 inches. The total amount of advertising for the first thirteen days in January, 1904, was 25,587 inches, or 7008 inches less this year. Multiply that by 60 cents, about the amount the Times receives per inch, and we have \$4,204.80. This makes an average daily decrease for the first thirteen days of January, 1904, of \$323.52 in receipts for advertising. Multiply this by 365—but what's the use, the \$90,000 has already vanished.

No wonder the poor, old fellow rages and snorts and whines and calls union men and women unlovable names.

Mr. Otis is "up against the real thing."

After a strike of 15 weeks, that tied up every plant in the United States, the typefounders have been ordered back to work by their international officers. The men asked an advance of 12½ per cent. When they walked out the proprietors of the typesetting shops were unable to get other help, so thoroughly was the craft organized. The 140 members of the union in Chicago were dismayed to hear the instructions from their superiors, believing that they had practically won their battle.

Members of Chicago's police force, numbering 300, and including patrolmen and officers of rank, launched an organization to be known as the Policemen's Progressive Association. Its principal object, it is stated, will be the protection of its members against charges made by criminals and thieves and on evidence given by the latter to a local "graft" investigation committee. The charges have resulted in the discharge of policemen and they assert that their dismissal on such testimony is unjust. The graft committee was denounced.

A settlement of the differences between the American Can Company and the executive committee of the Can Makers' Union at San Francisco was effected January 15, the committee accepting the proposition offered by Mr. Phelps, manager of the company, for a nine-hour day with nine hours pay. There is some dissatisfaction among the members at the terms and a special meeting may be held to consider whether the committee was authorized to accept these terms. The demand of the union was for a nine-hour day with ten hours' pay.

Orders have been sent by the Turkish government to the Governor of Beirut, Syria, to pay the arrears due the Turkish troops there, the non-

payment of which has kept the troops in a mutinous condition for several days past. Mutinous Turkish troops have been terrorizing Beirut for several days. The mutineers, who numbered about 1300 men, were landed January 11 from Yemen, Arabia, and immediately besieged the Governor's Palace, demanding the payment of about \$80,000 in arrears of pay, and threatening otherwise to sack the town.

The strike of livery drivers at Chicago began anew January 14, after a truce of 15 days, following the Iroquois fire. Ninety-five per cent of the 1600 drivers of carriages and hearses went out, and only the black undertakers' wagons were put into service in lieu of hearses at funerals, while mourners were obliged to resort again to the street cars in journeying to the cemeteries. On the following day, however, the strike was settled, the employees securing a "closed shop" agreement and arbitration of the issue as to an advance in wages.

The Bricklayers' and Masons' International Union and the International Hodcarriers' and Building Laborers' Union convened in Trenton, N. J., January 11. Four hundred delegates are attending the first named convention, and 100 delegates are at the hodcarriers' convention. The masons' convention is expected to be in session for at least two weeks and the hodcarriers for several days. The most important matter that will come before both conventions will be the proposition to affiliate with the Structural Trades Alliance, an organization which is now in a formative state, but which is intended to bring about a federation of the basic trades engaged in building. President George B. Gubbins, of the Bricklayers' and Masons' International Union, said that such an alliance would be a great benefit to both employers and employees. Its purpose, he said, was to provide a means for doing away with the strikes that result from petty grievances and that are often the result of conflicts between men of different unions engaged in work on the same building.

"There are little children working all night long in the glass bottle factories of New Jersey, Pennsylvania and Indiana," says Mrs. Florence Kelley in the Charities Magazine. "When they go out into the black cold winter morning," says Mrs. Kelley, "the sudden change from the glare and heat of the big glass ovens makes them go into the saloons with the men to drink the cheap liquor and listen to the coarse talk. Their work is unhealthy, causing rheumatism and troubles of the throat and lungs. Many of them die before they are old enough to be apprentices."

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