

Portland Labor Press

ESTABLISHED 1892
VOLUME 15
NUMBER 1

Published every Thursday by the Portland Labor Press Publishing Association.
(Incorporated August 18, 1900.)

OFFICE:
Room 8, 232 1/2 Washington Street.

TERMS OF SUBSCRIPTION:
In Advance.
One year \$1.00
Six months \$0.50

ADVERTISING RATES:
Rates will be made known upon application.

M. G. Kundret.....Managing Editor
G. B. Thomas.....Business Manager

BOARD OF DIRECTORS:
N. H. Bird.....Team Drivers' Union
A. Hyrontmus.....Beer Drivers' Union
Geo. M. Orton.....Pressmen's Union
Geo. H. Howell.....Typographical Union
J. E. Webster.....Retail Clerks' Association
C. H. Bateman.....Millworkers' Local, 254
H. G. Parsons.....Cigar-makers' Union
Henry Russler.....Brewers' Union

Entered at the Postoffice as second-class matter, September 22, 1900.

THE MINERS' SHARE.

The calamity of the Harwick mine in the Pittsburgh district last Monday, in which 184 men were killed by the explosion of gas underground, is an awful but forceful testimony of the dangers of mining. Yet the world scarcely realizes it until reminded from time to time by such terrible evidences as these. The real danger of mining is known only to those familiar with the business; those who have witnessed the miner carried out by his comrades day in and day out, crippled or dead.

These daily occurrences, where it perhaps averages from one to more men a day to the camp, the news of which scarcely reaches the world, and if it does "it is only a miner," is the conclusive proof of the danger in mining.

And when these men request a 10 or 15 per cent raise in wages, just enough to meet the exigencies of life, or to balance the increase in the price of necessities, they are accused of extortion, anarchy and every crime on the calendar. At the same time the Associated Press dispatches of the Harwick disaster say:

"There are more than 100 widows and probably 400 orphans, who have been living on the scanty wages of the average coal miner."

These widows and orphans are now deprived of even these "scanty wages" in the dead of winter. Of course, they will be temporarily relieved by outside contributions. It is said that \$10,000 will carry them through the winter, and that amount will be forthcoming, but what will they do when other cold winters come in the future?

U. C. Hatch, a director in the coal company, says the damage to the mine will not amount to more than \$5000. One hundred and eighty-four men killed and \$5000 damages to the mine. Or the mine has been damaged a little over \$25 to the man.

Lives come pretty cheap in the mining district, and Parry's "open shop" policy would make them still cheaper.

The industrial system must essentially be based upon business principles, but it will never be what it should until a little "milk of human kindness" is mixed in. A man who goes underground and digs out the mineral that provides the colossal institutions of wealth should receive more than "scanty wages," spoken of in the press dispatches.

BARBERS' LICENSE LAW.

Judge George has decided that the Barbers' License Law is unconstitutional. His opinion may be right, but he has not always been sound upon his rulings of what is constitutional law, according to the Supreme Court, which has reversed him several times.

It is no light matter to wipe out a law enacted by a Legislature and approved by the people, which has been in satisfactory operation for three years. If there was a question as to the constitutionality of the law, and there certainly is, it would have been much more considerate of the public's welfare if the court had sustained the law. This would have left the defendant to take an appeal, and by the time the case had reached a hearing on the calendar and the Supreme Court reversed its decision, but a short time would elapse until another session of the Legislature would convene and the defects of the law could have been remedied. Of course, the court would have been justified in annulling the law had it been shown that the Examining Board had exercised undue arbitrary powers, but this was not shown. The court thought that the Board was vested with too arbitrary power, but did not say that it

had been employed.

The court also took exceptions to the law because it did not specify the qualifications of a barber, which was also left to the discretion of the Board.

If the court had been familiar with any kind of skilled trade he would have known how impractical it would be to attempt to define the qualifications of any kind of a mechanic by law. This essentially belongs to a committee of skilled men in that respective line. It is not expected that a Legislature will anticipate how a barber shall hold his razor or lather his patrons. All that the legislative body is interested in is to know that an act will conserve the public, and the Barbers' License Law has surely been a great factor in this respect.

While the first-class shops may observe strictly the sanitary rules promulgated by the Board, many of the cheap shops will not, and once that a skin disease is started it may not be confined to the cheap districts. With the law removed and the authority of the Board gone, some barbers will relapse into shiftless ways, because there is no penalty to keep them up to a standard.

The case will be appealed and should the Supreme Court reverse Judge George again, it cannot make good the inconvenience experienced by the public in the meantime.

It is the desire of the Barbers' Board of Examiners that all licensed barbers keep their licenses intact, until after the Supreme Court has disposed of the case. Should the law be upheld the barbers would be saved much trouble by retaining their licenses. While we do not pretend to judicial par excellence, it seems good sense that a law that operates for the good and welfare of the public should stand against questions of constitutional technicalities.

Will Resist Reduction.

If the wages of members of any one of the 51 unions affiliated with the Packing Trades Council of Chicago are reduced the question of a sympathetic strike of all the organizations will immediately be submitted to the membership.

There are 35,000 members in the 51 unions, and they have already declared in favor of resisting any move to reduce wages.

The question came up in a meeting of the council on a report from the car workers. Their delegates said that the big packers had notified them that a 10 per cent reduction would be made.

Secretary John Floresch reported that the officials of the council and the Amalgamated Meat Cutters and Butcher Workmen of America had already entered protest and that the packers had agreed to meet them a few days later to hear further arguments against the reduction.

If the packers insist upon the reduction at the conference a special meeting of the council will be called to take further action.

The Evening Telegram insists upon having a strike amongst the bakers. It reports that the Bakers' union has prepared a new scale, and unless the bosses accept it forthwith the city will take on a bread famine right away. Had the Telegram taken the pains to find the officers of the union instead of an unknown dealer on the East Side it would have been spared its dire forebodings and prevented a run upon the bakeries. The facts do not warrant such a statement. There is no probability of trouble in the baking business. The Bakers' union simply revised the old scale of last year, which can scarcely be called a raise. No trouble is anticipated by the union in securing the approval of the bosses to the revised scale. The Bakers' union is not looking for trouble, and it is presumed the bosses are not, and there is no reason for any. If the newspapers will let the employers and employees work this matter out in their own way the public will be spared the useless expense of a lot of stale bread. The housewife would never know how near they were to being forced into the breadpan. It is a better policy not to borrow trouble, especially where there is no liability of any.

The Spokane Central Labor Council has at last concluded to affiliate with the American Federation of Labor and has applied for a charter. A petition has also been made "providing American Labor Union delegates and delegates from local unions of independent nationals be received on equal footing." The council has heretofore been working upon an independent basis, without a charter, and a number of the best unions withdrew on that account. Under the charters it is quite likely that all the unions will affiliate under this head, providing the A. F. of L. will grant a charter in accordance with the request made. The Spokane council has never worked satisfactorily as an independent organization, and the conclusion reached to affiliate with the A. F. of L. was inspired by the organ-

izers of the latter, who attended the convention of the Washington State Federation of Labor, recently held in that city. While the move will undoubtedly be a disappointment to the American Labor Union officials, who were sanguine they would eventually capture that city, it will prove the best thing for organized labor in Spokane.



"OUR MULTNOMAH"

\$3 Hat

Union Made, in every conceivable shape in Soft and Stiff Hats, and guaranteed by the makers to give good service, or another one free of charge. We will keep in repair, free of charge for one year, any Hat brought from us : : : : :

SAM'L ROSENBLATT & CO.
Cor. Third and Morrison Sts.

The political pot is beginning to simmer and in a month or so will wax hot, but when we get the Direct Primary Nomination Law the people will do their own simmering and own their own pots. Then there will be a stampede of the bunch.

While Eastern people see flowers grow on the window panes, Oregon people see them bloom in the gardens.

Any man who gloats over the defeat of the Barbers' License Law had ought to be held until he catches the barbers' itch.

PUBLIC OWNERSHIP.
Railroad Employees Start a National Political Federation.

With the avowed purpose of forcing the Government to become the owner of all the public telegraph systems in the United States, twenty or more officials and leading members of the various organizations of telegraph operators and railroad employees in Greater New York met in Harlem last Sunday and started the organization of a national political federation, a name for which is yet to be adopted.

John G. Burke represented the conductors; L. S. Heightman, the Brotherhood of Locomotive Engineers; Wm. Wooley, the railroad telegraphers, and D. L. Russell, the commercial telegraphers. Speeches were made by several of the delegates, a committee was chosen to select permanent headquarters in the downtown district, and another meeting was called for next Sunday.

"We should first enroll every railroad man and telegraph operator in New York, thus starting out with a membership here alone of 225,000," said Conductor Burke in an address to his associates. "Then we can begin the crusade throughout the country and before the big political parties hold their national conventions we may have a strength of 3,000,000 in the various states. This will mean that we will hold the balance of power at the national elections and that we will be the men who will actually 'make' the next president of the United States."

"The government must take over the telegraphs," declared D. L. Russell, president of the Commercial Telegraphers' local organization. "In such ownership and control we see our only actual safety and we can also see a great benefit to the country at large."

"By properly organizing we can bring to our support all the branches of organized labor and with such a power to swing we should not fail of success. We must make this a political body and not let our interest in it wane. We have won our great fight, which is really a fight for our lives and those who depend upon us for support."

"With private ownership of the telegraph no man can say he has permanent employment. We all know the trouble that is brewing among the men in the employ of one of the great telegraph companies. Under government ownership there would be no such thing as a strike and no necessity for one. We would be under the civil service, and be able to win advancement on merit, purely, instead of having to fall back upon personal pull."

The men who attended the meeting declared that a large fund would be obtained at once and that the organization would have strong financial backing. It was pointed out that the Knights of Labor and the American Federation of Labor always demanded governmental ownership of the railways and telegraph, and therefore, it was urged, all the unions comprehended by the American Federation would flock to the new political body.

Ready for Business.
The Federated Trades Laundry is now running and ready for business. Your patronage is solicited. Address, Corner Quimby and 17th Streets. Phone, Main 1465.

The State of Texas is "hot foot" after the express companies for violating the anti-trust law. The injunction suit brought by the four ex-

press companies—Pacific, Wells-Fargo, American and United States—to prevent the State of Texas from stopping them from doing business in Texas for alleged violation of the anti-trust laws of the state, was called in the Federal District Court at Austin January 25.

While Eastern people see flowers grow on the window panes, Oregon people see them bloom in the gardens.

Any man who gloats over the defeat of the Barbers' License Law had ought to be held until he catches the barbers' itch.

PUBLIC OWNERSHIP.
Railroad Employees Start a National Political Federation.

With the avowed purpose of forcing the Government to become the owner of all the public telegraph systems in the United States, twenty or more officials and leading members of the various organizations of telegraph operators and railroad employees in Greater New York met in Harlem last Sunday and started the organization of a national political federation, a name for which is yet to be adopted.

John G. Burke represented the conductors; L. S. Heightman, the Brotherhood of Locomotive Engineers; Wm. Wooley, the railroad telegraphers, and D. L. Russell, the commercial telegraphers. Speeches were made by several of the delegates, a committee was chosen to select permanent headquarters in the downtown district, and another meeting was called for next Sunday.

"We should first enroll every railroad man and telegraph operator in New York, thus starting out with a membership here alone of 225,000," said Conductor Burke in an address to his associates. "Then we can begin the crusade throughout the country and before the big political parties hold their national conventions we may have a strength of 3,000,000 in the various states. This will mean that we will hold the balance of power at the national elections and that we will be the men who will actually 'make' the next president of the United States."

"The government must take over the telegraphs," declared D. L. Russell, president of the Commercial Telegraphers' local organization. "In such ownership and control we see our only actual safety and we can also see a great benefit to the country at large."

"By properly organizing we can bring to our support all the branches of organized labor and with such a power to swing we should not fail of success. We must make this a political body and not let our interest in it wane. We have won our great fight, which is really a fight for our lives and those who depend upon us for support."

"With private ownership of the telegraph no man can say he has permanent employment. We all know the trouble that is brewing among the men in the employ of one of the great telegraph companies. Under government ownership there would be no such thing as a strike and no necessity for one. We would be under the civil service, and be able to win advancement on merit, purely, instead of having to fall back upon personal pull."

The men who attended the meeting declared that a large fund would be obtained at once and that the organization would have strong financial backing. It was pointed out that the Knights of Labor and the American Federation of Labor always demanded governmental ownership of the railways and telegraph, and therefore, it was urged, all the unions comprehended by the American Federation would flock to the new political body.

Ready for Business.
The Federated Trades Laundry is now running and ready for business. Your patronage is solicited. Address, Corner Quimby and 17th Streets. Phone, Main 1465.

Fifth Annual Ball

Given by the
Journeymen Barbers' Union
Local No. 75
In "Arion Hall"
Tuesday Evening, February 16th, 1904
Tickets 50 Cents Ladies Free

When You See It In Our "Ad" It's So!

The Largest Stock of

UNION MADE CLOTHING

in Portland—is to be found at

Moyer Clothing Co.

Third and Oak Streets

BAGLEY'S Union Made Tobaccos

OUR BRANDS

FINE CUT CHEWING
MAY-FLOWER FAST MAIL
PEACH and HONEY

CUT PLUG SMOKING
LIME KILN CLUB COMPASS SUN CURED
GOLD SHORE BUCKINGHAM

SCRAP CHEWING
RED BAND ELEPHANT

GRANULATED SMOKING
TURKISH PATROL LONG TOM PRIME MESS

SCRAP SMOKING
ELEPHANT

LONG CUT SMOKING
DUBLIN BAGLEY'S BEST OROKOKO

FANCY SMOKINGS
CUT CAVENDISH (Bright) KLECKO (Hash Cut)

AND OTHER BRANDS
JNO. J. BAGLEY & CO. Detroit, Mich.

Taubenheimer & Schmeer

Carpet and Furniture Company

166 and 168 First Street

We show a line of FURNITURE and CARPETS, CURTAINS and PORTIERES to fit any purse, whether it be for a PALACE or for modest COTTAGE.
We have the goods. We sell at LIVING PRICES, LATEST STYLES and RELIABLE MANUFACTURERS.

THE SUPPLY HOUSE OF THE

Portland General Electric Co.

CARRIES EVERYTHING NECESSARY FOR THE INSTALLATION, OPERATION AND MAINTENANCE OF

ELECTRIC LIGHTING AND POWER PLANTS

THE ONLY FULLY EQUIPPED SUPPLY HOUSE IN THE PACIFIC NORTHWEST.

Portland General Electric Co.

PORTLAND, ORE.

NORRIS SAFE & LOCK CO.

70 First Street, Portland, Oregon

Are the only Agents that can sell you a HALL'S Safe that is branded with their name. Manufactured on Spring Street, Cincinnati, for the past sixty-two years.

Second hand Safes always on hand.

Don't get in the Wrong Store **NORRIS SAFE & LOCK CO.** 70 First Street