

POWER OF LABOR UNIONS.

Improvements Rendered Toilers in an Hundred Years.

The celebrated writer on political and industrial economics says that 100 years ago, men, women and children toiled from 78 to 84 hours a week—13 and 14 hours a day. This was the average but many employers ground 16 hours a day out of their jaded slave slaves.

In 1800 every laboring man and mechanic was at work at 4 a. m. At 8 they had an hour for lunch, at 3 an hour for dinner, and then on till dark. As late as 1836 women and children began work in some factories at 4:30 a. m.; and in New England it was the custom to light the lamps and work an hour before dawn, as well as an hour after—thus stealing two hours a day from rest.

The average laborer 100 years ago had fewer comforts and less consideration than a horse or a dog has today. There was no society for the prevention of cruelty to wage workers.

The laborer lived in a house of unpainted boards; he had sand on the floor instead of carpet, and his dishes were made of pewter instead of china. If he had fresh meat once a week he thought himself lucky. A good share of his wages was paid in rum and gin; then, when he got drunk his employer had him arrested.

In 1779 the bricklayers of New Jersey were working 14 hours and housed worse than pigs, which at that time roamed freely through the streets of every American city. A young man named Michael Menton wrote a letter to a paper describing their condition, and, although all his charges were found to be true, he was arrested for libel and sentenced to 60 days in jail. To speak a word in defense of wage workers was thus rated as a crime in revolutionary times.

The first American factories were governed by the most oppressive regulations. The workers were taxed to support churches, and fined if habitually absent from religious worship. The factory windows were nailed down for fear the operators might look outside and waste time. Proper ventilation was unknown.

Worst of all, it has been clearly proved that in some factories women and children were thrashed with a cowhide if the overseer caught them snatching a moment's rest. One 11-year-old girl had her leg broken by a "billet of wood" hurled at her by a savage foreman. Such were the "good old times."

After the war of independence work and wages remained the same. The revolution did not mean two cents a day more to any worker in the country. As McMaster says: "In the general advance made by society in 50 years (1775 to 1825) the workingman had shared but little. Many old grievances no longer troubled him, but new ones more numerous and galling than the old, were pressing him sorely. Wages had risen, but not in proportion to the cost of living."

With few exceptions the "fathers" of the republic were by no means desirous of bettering the wage worker's condition. In 1784 Governor John Jay of New York grumbled that "the wages of mechanics and laborers are very extravagant" though the average wages at the time amounted to five cents a day.

Jefferson tells us that the topic of conversation at a large dinner party given by President John Adams was "The enormous price of labor." President John Adams declared that he had hired men ten years before for \$50 a year and board, while now he was obliged to pay the "enormous sum" of \$150 a year.

The city of Washington was built by workers who got no more than 50 cents a day. The diggers, choppers, hod carriers, etc., got \$70 a year, and worked, as all laborers did from sunrise to sunset.

When the century began, wages in New York were 40 cents a day, and in Baltimore 36 cents. The average rate all over the country was \$65 a year, with board and perhaps lodging.

As late as 1835 the Baltimore weavers were working 12 hours a day for 65 cents. At Great Falls, N. H., in 1844 the factory girls labored from 5 a. m. until 7 p. m., with only 15 minutes for breakfast and 30 minutes for dinner. What they earned we do not know, but all they received was \$1.25 to \$2 a week.

The success of trade unions in raising wages may be shown by the following facts: In 1850 the average factory wages were \$247 a year; in 1900, \$446. Wages in cotton factories in 1830 were 44 cents a day; in 1873, \$1.49.

Therefore, if it had not been for trade unions workingmen might now be working for 50 cents a day, and business might be as dull and sluggish as it is in Spain, where the laborer buys a new suit once in five years and lives on rye and garlic.

"INDUSTRIALISM."

Fallacies of the "I. W. W." Exposed by Noted Labor Leader.

In a recent issue of the New York Worker appears a remarkable article from the pen of Thomas J. Morgan, whose knowledge of the labor movement, both in Great Britain and America, makes his utterances of particular value. Morgan exposes the workings of the new "Industrialism," and shows the suicidal effects of past movements of like character.

He says, in part, as follows:

"My knowledge of trade unionism has been gained in 25 years active membership. What I know of 'industrialism' has been gained in the K. of L. and Socialist Trade and Labor Alliance, my observations of the American Railway Union and the present Industrial Workers of the World.

"Industrialism, or industrial unionism, is a mere phrase, coined to express the idea some persons have of a form of organization for the wage workers of the world; a form which has been placed in opposition to the general form known as trade unionism, a form which is essentially the same in every country in which the industrial system has forced the workers to organize for protection; and while we have heard, from time to time, something of 'new trade unionism' in Great Britain and 'Christian Labor Unions' in other parts of Europe, I have yet to hear of any scheme such as is covered by the phrase 'industrialism' or 'industrial unionism.'"

"Unionism, as it exists the world over is a natural product of the industrial system, and not a scheme, or plan, invented or discovered. The course of its existence being the same, the results are essentially the same. The general form of organization has been evolved naturally. First, the union of men in a shop, then in a trade, then in a locality; second, the general union of a trade or craft in a state or nation; third, a local federation of trade unions, international unions and international federations. At first a trade union or craft, was a combination of men who each himself began and finished the particular product—as a shoemaker, carpenter or blacksmith. They were craftsmen in a craft union, which changed with the subdivision of labor till the organization was compelled to include all persons who are cogs in the complex machine in which the craftsman has disappeared. This evolution proceeding, connected the related trades and occupations until in the unions of today whole groups of specialized occupations are included. This evolution is natural and will continue. Contemporaneous with this evolution has grown the sympathetic strike and boycott, which link crafts, trades, occupations, and federations together till the whole world of trade unionism, from time to time, is one in thought and action.

"The means now used by the Industrial Workers of the World are not new; they are identical with those of the Knights of Labor, the American Railway Union and the Socialist Trade and Labor Alliance, and therefore the same results may be expected. The K. of L. declared that an injury to one was the concern of all and invited all except lawyers and saloonkeepers to combine. Separation as now proposed was essential, and I was assigned to the department of 'machinery constructors.' A million members gathered around the ideal set up and scattered at the first attempt to unite them in action. Powderly, the Master Workman of them all, sold his idealism for a government job.

"One of the 'ideal' means used by the K. of L. to kill the Cigarmakers' Union was a yellow label. The Industrial Workers of the World are using a red label for the same purpose. The yellow label disappeared and I think the red label will fail also, because the purpose of its use is to kill the blue label of the union cigarmakers and kill that union. Its

purpose will be so recognized by all union men, and therefore it will be designated by them as a scab label. "The American Railway Union was founded on the ideal unity of all railroad workers and sought to link the uniformed conductors of the fast limited through train of palace cars with the ragged section hand, and the locomotive engineer with the man that filled the oil boxes under the freight cars. This new form of organization could not be imposed on the 'railroad hands,' and the sympathetic strike for the Pullman workers ended the attempt.

"The means used by the A. R. U. were ideal and reflect honor on all engaged in the attempt, but it failed because it was a plan which required the abandonment or destruction of the existing unions. I was an honored guest at the convention which voted to make the fight for the Pullman workers and by request addressed the delegates. I commended their broad conceptions of the labor question, but rightly refrained from endorsing the plans they had formed to carry their thought into action.

"The Socialist Trade and Labor Alliance was based on the same idealism. The whole Central Labor Federation, Hebrew Trades, and what remained of the K. of L. in New York city linked their fortunes with it, and being connected in some way with one of these trades I became a member of its Chicago central body and was a delegate to its Buffalo convention. Most of those who were in it here, and all of the Central Federation and trades represented in that convention, are back in the general trade union movement, because the Alliance was held by union men to be a scab organization and therefore occupied an impossible position. The history of these three attempts to idealize the organization of labor, by new forms and by the force of physical substitution, should cause the most impatient of Socialists to hesitate before lending their endorsement to the present attempt to repeat the action of the past and especially should they decline to co-operate in the conflicts, already begun in a small way, over such methods as the circulation of the red label."

TO PERFECT ORGANIZATION.

Machinists Meet in St. Louis, Mo., on June 18.

Representatives of union machinists employed on every railroad system in North America will meet in St. Louis on Monday, June 18, to decide upon measures looking to an equalization of wages and working conditions. The meeting will be the most stupendous ever held by the railroad machinists.

The principal proposition to be considered is the division of the country into districts with a uniform wage scale for each.

At least 1,000 delegates will be present. The business agent of each union of railroad machinists will also attend. International President Jas. O'Connell and the entire executive board of the International Association of Machinists will take part in the proceedings.

The strike on the Santa Fe will be one of the matters to be discussed. It is also intended to form a national association of railroad business agents through which a systematic fight against companies refusing to recognize the Machinists' Union can be made.

There are more than 250 systems of railroads in the United States and Canada. Individual lines will also send delegates.

Some of the matters to be considered are:

The shorter workday.

Uniform wage scales.

Rules governing the hiring and discharging of employees.

Abolition of the blacklist.

Should forces be reduced or should the workday be shortened and all employees retained during dull times?

Inauguration of a system of weekly reports by which every union will know the conditions on every railroad in North America.

During the past four years the machinists have organized many railroads. Many district conventions have been held. This has brought the railroad machinists of one road in touch with those of many others.

By an exchange of experiences the machinists have discovered, they say, that there are many grievances that should be adjusted. The convention to be held in St. Louis will come to some agreement as to the working conditions that will make them uniform.

"BROUGHT TO JUSTICE."

Lyric Theater.

"Brought to Justice" is one of those plays which at once take hold upon the deepest sympathies of human nature; purely an American play, strong, pathetic, delightful drama of the heart.

The story is simple. Robert Morton is a nephew of a millionaire and engaged to his cousin Dora. While on a yachting cruise he meets a pure and lovely country girl—Brenda, ward of General Bonners, a blind veteran. Although Brenda is betrothed to Captain Smith, who is away on a whaling voyage, she and Robert fall in love. Smith returns and maddened with jealousy and evil suspicions, threatens Robert, who warns him that he is armed. Smith snatches Robert's pistol and attempts to murder him. In the scuffle that ensues Smith accidentally kills himself and Robert is accused of the murder. Brenda, by a woman's wit, saves her lover from arrest and manages to conceal him. He begs her to fly with him but she refuses to go unless as his wife. They are married hurriedly by Uncle Bill, a justice of the peace, and they escape on Robert's yacht. Robert's uncle and Earl Brandon soon separate the young couple and abandoned by her husband before the honeymoon is over, Brenda's reason is destroyed. Robert finds that love is more precious than money and returns to his wife. When he is stricken with remorse at her pitiable condition. To Brenda the night she was deserted is ever present and by acting out the scene which caused her insanity in every detail with the difference that she finds her husband with her instead of having abandoned her, she recovers her reason as suddenly as it left her and all ends happily. There is plenty of comedy contributed by Sally, a young country girl, and Phil a young man with great ambitions, also old Uncle Bill and Martha. Mr. Fanning will be seen as Robert, Mr. Whitney, as Earl, Mr. Ashton, as the blind general, Mr. Connors as Phil, and Misses Branscombe and Howard as Sally and Brenda, respectively. New moving pictures and illustrated song by Mr. Joe J. Simpson.

SAN FRANCISCO UNIONS.

Having Established Headquarters, With Name of Secretary and Address.

For the information of Portland unions that would like to communicate with the members of their craft in San Francisco, and haven't the information where they can be found the following list is republished from the San Francisco Labor Clarion:

Bakers, No. 24—Meet at headquarters, 1st-3d Saturdays, 2570 Geary; D. Schwartzing, Sec.

Bakery Wagon Drivers—2570 Geary.

Bakers (Crackers), No. 125—Wm. Eckhardt, 1501 Grove.

Bakers (Pie), No. 275—John Bathman, 1804 San Pablo avenue, Oakland.

Barbers—J. L. Bleily, Sec., 224 Clement.

Barber Shop Porters and Bath House Employees—H. A. Harby, Sutro Baths.

Bartenders, No. 41—A. Condrotte, Bus. Agt., headqrs, 425 Ivy avenue, P. L. Hoff, Sec.

Blacksmiths (Ship and Machine), No. 168—Meet 1st-3d Thursdays, 2089 15th.

Bookbinders, No. 31—Headqrs, Twin Peak Hall, 17th and Noe.

Boot and Shoe Workers, No. 216—Anna Gill, Sec., 960 Capp.

Brewery Workmen, No. 7—A. Siewierski, Sec.; headqrs, 662 Fulton.

Boot and Shoe Repairers—Geo. Gallagher, Sec., 502 Hickory avenue.

Beer Drivers, No. 227—G. Frankel, Sec.; headqrs, 662 Fulton; meet 2d-4th Thursdays.

Beer Bottlers, No. 293—Headqrs, 662 Fulton.

Broom Makers—J. H. Holtem, Sec.; 231 Flood avenue.

Box Makers and Sawyers—Meet at Sheet Metal Workers' Hall, 13th and Market; W. McIntosh, Bus. Agt., 3837 21st.

Butchers, No. 115—D. J. Murray, Bus. Agt., headqrs, 2774 Bryant.

Cigar Makers—E. L. Belknap, Sec.; headqrs, 339 Noe.

Cloth Hat and Cap Makers, No. 9—D. Zeuman, 1142 Golden Gate avenue; J. Blum, Sec., 174 S Second street, San Jose.

Coopers, No. 65—I. P. Beban, Sec., 2323 Lombard.

Cloak Makers—Headqrs, 3611 Sacramento; I. Jacoby, Sec., 901 Stanton.

Cooks, No. 44—A. Balslow, headqrs, 429 Ivy avenue.

Cemetery Employees—P. J. Ken-

nedy, Sec., Colma, San Mateo Co.; meet at Wolfe's Hall, Ocean View.

Electrical Workers, No. 151—Headqrs, Market and 13th, Sheet Metal Workers' Hall; meet every Tuesday.

Garment Cutters, No. 45—E. Corpe, 124 A Eureka; meet at 408 Waller, Wednesdays.

Garment Workers, No. 131—Headqrs, 6 Waller; Miss A. Burkhardt, Bus. Agt., at headqrs, 2 to 4 p. m.

Gas Workers—2d-4th Saturdays, Sheet Metal Workers' Hall, 13th and Market; Geo. Bell, Bus. Agt., 1920 Filbert; A. F. Colman, Sec., 241 Duboce avenue.

Glass Bottle Blowers—F. Simmons, 968 Hampshire.

Hotel; Restaurant and Bar Miscellaneous—Headqrs, 431 Ivy avenue.

Hatters—C. Holec, 445 Octavia.

Ice Wagon Drivers—Headqrs, 331 Noe; Geo. Stocker, Sec., 209 Dorland.

Janitors—J. W. Spencer, Mayor's office.

Laundry Wagon Drivers—19th and Bryant.

Leather Workers on Horse Goods—W. C. Storek, 3631 16th.

Machinists, No. 68—Headqrs, 351 Waller; H. M. Burnett, Sec.

Machine Hands—D. McLennan, 981 Valencia.

Metal Polishers, No. 128—Headqrs, 948 Eddy.

Molders, No. 164—Headqrs, 3003 Mission; meet every Thursday at Sheet Metal Workers' Hall, 13th and Market.

Musicians Mutual Protective, No. 6—Headqrs, 421 Laguna; John A. Keogh, Sec.

Milk Wagon Drivers—M. F. Shannon, Bus. Agt., 1078 York; M. E. Decker, Sec., 698 Fulton.

Mailers (Newspaper)—J. B. Reighley, Sec., 199 Caselli avenue; phone, Capp 3934.

Pile Drivers, Bridge and Structural Iron Workers—J. P. B. Jones, Bus. Agt., Folsom street Bulkhead.

Photo Engravers, No. 8—A. J. Gallagher, headqrs, 416 Oak.

Printing Pressmen, No. 24—John A. Gaffigan, Sec., 20 Collingwood.

Pattern Makers—J. G. Goshack, Sec., 3227 21st.

Press Feeders and Assistants—Ed. McGinity, Bus. Agt., 935A 14th.

Picture Frame Workers—Otto Schulz, Sec., Larkspur, Cal.

Retail Clerks, No. 432—Headqrs, 1422 Steiner; Chas. Lee, Sec.

Retail Shoe Clerks, No. 410—Headqrs, 1422 Steiner.

Stationary Firemen—C. F. Kraut, 1129 Tennessee.

Steam Fitters and Helpers—T. A. Reardon, Sec., 391 Oak.

Steam Laundry Workers, No. 26—Headqrs, Twin Peak Hall, 17th and Noe; Miss Carrie Farmer, Sec.

Ship and Steamship Painters—T. J. Dwyer, Sec., 25th and Potrero avenue.

Street Railway Employees, Division No. 205—J. H. Bowling, Sec., headqrs, 835 Webster; R. Cornelius, Pres. and Bus Agt., res 432 Walnut.

Sailors' Union of the Pacific—A. Furuseth, Sec., Headqrs, Folsom St. bulkhead; meet Mondays, 3 p. m. at Sailors' Home, Harrison and Main.

Stereotypers and Electrotypers—A. Johnston, Examiner Stereotyping Dept., Folsom, nr Spear; Frank Bilington, Sec., 645 Taylor avenue, Alameda.

Ship Drillers—E. L. Perrett, Bodwin and Dwight, nr Five Mile House, San Bruno.

Soap, Soda and Candle Workers—C. L. Schilling, 314 Utah.

Stablemen—T. Carlson, 21st bet. Folsom and Harrison.

Tanners—R. Urbias, 949 Hampshire.

Tailors (Journeymen), No. 2—H. T. Ajax, Bus. Agt., 565 Tenth, Oakland.

Teamsters, No. 85—Headqrs, 523 Fifth; John McLaughlin, Sec., res 4290 Mission; meet at Strickler's Hall, 28th and Church, Sundays at 2 p. m.

Typographical, No. 21—Headqrs, 425 15th street, Oakland; H. L. White, Sec.

Upholsterers—L. Harris, Sec.; headqrs, 640 Olive avenue.

Waiters, No. 30—Headqrs, Scott and Eddy.

Waitresses, No. 48—Headqrs, Scott and Eddy.

Building Trades Council—Headqrs, 640 Golden Gate avenue, State Building Trades Council, headqrs, Laguna and McAllister, rooms 1-2.

City Front Federation—Headqrs, Folsom street bulkhead; meets Wednesdays at 8 p. m., at headqrs.

California State Federation of Labor—Headqrs, 835 Webster.

Woman's Union Label League—577 Noe.

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CHIROPRACTIC POINTERS

Common sense is an ally of chiropractic. Chiropractic stands for reason and against superstition. Are you a dyspeptic? You should know about chiropractic. Oh, that headache! Is it distracting? Consult a chiropractic. Drug medicine had its foundation in the days of fetishism. Medical literature teems with admissions that drugs kill more than cure. Chiropractic's tower of strength lies in the fact that the people can understand it. Be reasonable in your search for health and you will find yourself espousing chiropractic.

It is an old superstition that one must take a drug for every ill, but the people have gradually broken away from it. Run down, nervous, sleepless people find life worth living after making the acquaintance of a chiropractic physician. People are paying more attention to health matters than they used to. They understand disease better, also. That is why chiropractic is coming to the front so rapidly. It helps health to think about health rather than sickness, but it helps health more to be treated by chiropractic when disease creeps in.

Taking cold easily shows a low state of the nervous system. Chiropractic tones up the nervous system. Why do you moan around with a lame back when that is just the sort of trouble that chiropractic is looking for a chance to relieve?

In searching to find out how drugs act upon the body doctors have learned that the body acts best without any drugging whatsoever. Every new principle in the curative art has at first been meted and persecuted, then tolerated, and at length recognized. Chiropractic is proving no exception. You say you don't believe in chiropractic—do you know what it is? You say you "don't believe that diseases all start in the bones." Well, neither do chiropractors. You will have to get your bearings better than that before setting out as a critic.

You can call chiropractors "bone doctors" or whatever you like, provided you call them in when other schools fail to relieve your ills, and give them a chance to show why they believe in this new science. The chiropractic says, first, that this human machine should be in good mechanical adjustment, good anatomical form, in order to keep in health. Is that unreasonable? He says, second, that when this good order departs from the body, so that disturbance of the nerve or blood currents follows, that disease is the consequence. Is that hard to reason out? He says, third, that the way to remedy disease so induced is to correct the mechanical disorder, whereupon bodily economy will rectify itself. Is that a violation of common sense? The basic idea of chiropractic adjustment, therefore, is that disease has a mechanical cause which usually may be found and rectified. How does that measure up for common sense with the term idea, for instance, or any other current medical theory.

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