

PEACE PROSPECTS REMOTE.

Strike of Sailors of Pacific Grows More Stubborn.

Reports from San Francisco state that judging from the present state of affairs, the prospects of peace being declared in the industrial trouble on the water front are now more remote than at any period in the six weeks that it has been in existence. Each day the feeling between the two contending bodies is growing more acrimonious, each side garrisoning itself for a long warfare. None can foretell the end. The members of the United Shipping and Transportation Association declare that they have now advanced to that point where to give up would probably mean financial suicide. The leaders of the sailors, marine firemen and cooks and stewards make no boasts, but they state that it is not so much a fight for monetary gain as it is for unionism, and for that cause they will struggle to the end.

It seems that all the efforts of Mayor Schmitz of San Francisco to bring employers and employees together for the purpose of settling the difficulty have been fruitless. Communication after communication, each appealing for peace, was sent to the ship-owners, but they would not listen to anything except the complete capitulation of the union men. The Mayor and shipowners held a conference and each shipowner told the Mayor it was out of the question to arbitrate or even to modify the demands. They claimed there would be no halt in the rehabilitation of the city if the vessels were running, and this could only be done with non-union crews free from intimidation and violence. The necessary protection was promised, and last Wednesday thirty extra policemen were added to the force at the Harbor Police Station. Vessels, however, continue to lose their non-union crews, but the reports of cases of violence are few.

The strike is costing the shipowners a vast amount of money, and before it is ended the money expended by them in the attempt to defeat the Sailors' union will reach a good sized fortune. The Sailors' union, Marine Firemen's union and Cooks and Stewards' Association are also under heavy ex-

pense, but it is stated that each day the cost of maintaining the strike grows less as members are obtaining work in the city or else leaving for other ports.

The sympathizers of the unions figure that a steam schooner at present is burdened with greater expense than when it carried a union crew. Before the strike and lockout the union sailors discharged the vessel, but now longshoremen have to be hired to do the work. A steam schooner carries about eight men, and when in port they are employed in discharging the lumber. Their average pay for the day is \$1.50. During the present times the longshoremen are engaged to unload the lumber, and it costs each vessel about \$40 a day. Four days loading and the same number of days to discharge brings the additional expense on each steam schooner to about \$225 per trip.

Another item of considerable expense is the money spent to secure men to take the places of the sailors, firemen and cooks and stewards. Agents are employed to scour the state and country for men, and it costs something to get them. It is stated that the supply of men has dwindled to such an extent that the Pacific Coast Steamship Company is now paying on the Sound \$90 a month for sailors and \$120 for firemen.

A Lockout of 2000.

When the trouble first broke out in the early part of June, the United Shipping and Transportation Association, fearing that the City Front Federation would walk out in sympathy with the sailors, ordered all the big docks closed and thereby locked out nearly 2000 men. A conference between committees of the City Front Federation and United Shipping and Transportation Association was held, and the members of the former were told if the sailors would return to work at the wages and conditions that were in existence on April 17, 1906, peace would be restored on the water front. The matter was brought to the attention of the Sailors' union, and rejected. The Sailors' union realizing that the stevedores would suffer as long as they were connected with the City Front Federation, called a meeting and decided to draw out of the water front

organization. It resulted in the stevedores being called to work again after about a week's time.

Affects Lumber Mills.

At the beginning of the strike the "unfair" steam schooners that went to the mill ports met with considerable trouble in having the lumber loaded and in some instances the vessels had to be tied up. The authorities at these ports were then told that if protection were not given the vessels would not call there. At Grays Harbor it got to such a point that several mills closed down, throwing out of employment hundreds of men, and the outlook was for the suspension of the majority of the mills. The trouble, however, did not reach that stage, and at the northern ports the mills are now cutting the same amount of lumber as prior to the strike. At the San Francisco port all the large transportation companies have resumed operations. The strike has settled into a fight between the shipowners and Sailors' union.

In its efforts to break the Sailors' union, the United Shipping and Transportation Association has drawn the Shipowners' Association into the fight. This organization represents the owners of about 200 sailing vessels, which are manned by union sailors. For years the Shipowners' Association has fought the Sailors' union, but in the last four years there has been peace. A majority of the members own in steam schooners as well as sailing vessels and are anxious for the sailing vessel organization to join in the battle against the union. But five of the members are against this proposition, and will no doubt withdraw their membership. They say they have no fight with the Sailors' union, and as at the present time the demand for sailing vessels is greater than at any other time in recent years, they are not going to lose the chance to make money in order to pull chestnuts out of the fire for some of the steam schooner men.

It has only recently leaked out that the steam schooner men were not in favor of declaring war on the Sailors' union, as they were making money and were able to pay the slight increase. They were formed, however, into an organization, which was a member of the United Shipping and

Transportation Association, and as a member was compelled to obey the dictates of its majority. It was the United Shipping and Transportation Association that prevented the steam schooner men from acceding to the wishes of the sailors, and so brought on the present labor trouble, the ending of which seems a long way off. Now that they are in the fight, the steam schooner men are said to be standing together. Despite this, there are rumors of dissension in their ranks. Some of the leaders are complaining that certain steam schooner owners are not giving the proper amount of energy to the work of operating the vessels.

In this fight against the sailors, the shipowners intend, as far as possible, to use the courts. They succeeded in securing a writ of injunction restraining the Sailors' union, Marine Firemen's union and Cooks and Stewards' Association from boarding the steam schooner Sea Foam. It apparently was of some effect, as the Hammond Lumber Company, which owns the steamers Ravalli, Francis H. Legget and Arctic, secured a temporary restraining order from Judge Morrow of the United States Circuit Court. On Monday he will hear the appeal for a permanent writ of injunction.

POWER OF ORGANIZATION.

Before embarking in business of any kind in these days of "money power" and "frenzied finance," the question first asked is, "Will it pay?" or "How much is there in it?" and so dollars and cents appear to be the measure applied by the majority of men in their every-day life in business transactions; or in other words, dollars and cents seems to be the motive power impelling men to action. Is it any wonder then that the poor, every-day wageworker before joining a union of his craft inquires, "What good will I get out of it?" "What good will it do me?" It is not surprising at all. Questions of this nature "should" be asked and "ought" to be answered plainly.

To begin with, is it not a fact that labor unions have given large dividends to the members in return for the small sums invested in the shape of "fees" and "dues?" Think it

over, and you will find it correct. Is it not a fact that labor unions first enabled the workers to make a stand for "justice" and "right," for "liberty" and "fair play?" Is it not a fact also that labor unions helped to dispel that horrible nightmare which held men in its thrall for centuries in the superstitious belief that some men were born to "rule" while others were born to work and obey? Is it not an indisputable fact that labor unions reduced the hours of toil and increased wages at the same time? Is it not a fact that labor unions, through "combined effort," fought the unjust and iniquitous laws that oppressed the people, and through their influence and power had them changed and more agreeable ones enacted and put in force? Is it not a fact that trades unions nurse their sick, bury their dead and take care of their orphans and little ones left behind? Is it not a fact beyond the shadow of a doubt that trades unions take care of their members in their daily toil, carefully guard their interests and zealously look after their welfare? And yet the question is asked, "Does it pay to belong to a labor union?" Of course it pays, and pays double fold. Any wage-worker who cannot see the benefits to be derived from affiliation with a labor union is blind to his own interests and has no business capacity whatever.

I might ask here "Which pays the best, to contribute one per cent of your earnings to a union which does so much for its members or take chances of fighting single-handed and alone, and being eventually compelled to accept a wage reduction of 10 or 20 per cent in your wages?" The answer is plain—very plain.

Unions enable the worker to secure a large share of the product of his labor. If they did not, we should not behold so many rich corporations, firms and combines spending thousands of dollars to break them up and put them out of business altogether, as we do at the present time. They know perfectly well if the unions were abolished, destroyed, annihilated, their profits would materially increase and that is what they are continually looking for, but the increase would be at the expense of

the workers. Will you yet ask, "Does it pay?" If so, let it be answered once and for all, open and above board, "Yes, it pays a thousand fold." Join the union of your craft and be "a man among men;" remain loyal and true to its principles and teachings; yes, until you are called to the other shore, where there will be no necessity of asking "Does it pay?"

GET BACK TO NATURE.

A \$75,000 automobile rolled through the \$60,000 bronze gates and up the \$35,000 winding avenue to the \$10,000 marble steps.

Descending from the machine the billionaire paused for a moment to view the smiling \$500,000 landscape.

Across the \$90,000 lawn a \$125,000 silver lake lay sleeping in the shades of early summer evening, and beyond it rose a lordly \$80,000 hill, whose crest, cloaked with forest at an expense of \$200,000, glowed in the last golden rays of the setting sun.

The billionaire sank luxuriously into a \$2,000 ivory porch chair and rested his feet on the rose-wood railing of the \$160,000 veranda.

"It is pleasant," he observed, "to get back to nature once in a while. After the cares and worries of the business day I certainly love to run out to this quiet little \$60,000,000 country club of ours and taste a bit of simple life. It is good to keep in touch with the soil; for what is man but dust, after all?"

Feeling restored, he passed in through the \$400,000 doorway to his \$1,500 dinner.

The Executive Council of the American Federation of Labor, at its meeting recently, discussed the subject of a universal union label for the various international unions. President Gompers was authorized to sound the attitude of the unions and report the result to the Executive Council for action at the next general convention. The Executive Council discussed the political program already inaugurated, and President Gompers, Vice President Duncan and Treasurer Lennon were appointed a committee to report their views to the Executive Council and to keep the workmen of the country and their friends acquainted with the political movement.

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