

GOOD LAWS AND LABOR

(Continued from page 1)

youths employed in the mills of that state. This was the first fruit of labor's early battles for protective legislation. It was the entering wedge, and much more was to follow in future years.

The agitation for a 10-hour day continued with increased vigor and resulted in President Van Buren signing an order in 1840 decreeing that thenceforth 10 hours should be the legal work day in the government navy yards. This was quickly followed in 1842 by a law in Massachusetts limiting the hours of labor to 10 per day for children under 12 years of age, but the 10-hour day in this state for women, and for children under 18, was not obtained until 1874, and it was then brought about almost entirely by the good work done in its behalf by the Knights of St. Crispin, an early labor organization.

In the meantime (1866) the National Labor Union had succeeded in getting through congress the first eight-hour bill relating to federal employees. Subsequent agitation by the unions has resulted in the majority of the industrial states establishing a legal 10-hour day, provided that no contract to the contrary exists. All of these concessions wrung from the employing class were but forerunners of the work which is being done today by the American Federation of Labor in its attempts to inaugurate an eight-hour day for all governmental work.

Throughout its entire history organized labor has continually fought for better conditions, under which the worker might sell his labor power.

After winning its struggles and educating the public to the needs of the toiling masses, it has then tried to induce congress and the state legislatures to enact such laws as would make the fruits of its victories upon the industrial field the common heritage of future generations. The laws thus obtained, besides regulating the hours of labor, usually provide for the guarding of dangerous machinery, elevator openings and vats containing molten metal or hot fluids, for sanitation, lighting, heating and ventilation of work rooms, for the whitewashing or painting of factory walls, the installation of exhaust fans for the removal of gases and dust, and for the placing of mechanical belt and gearing shifters. Provisions are also made for the appointment of factory inspectors, the reporting of accidents, and for many other matters too numerous to mention.

Trade unions and factory legislation have gone hand in hand from the early part of the nineteenth century. Both arose from the same cause, namely, the inability of the worker to deal single handedly with the employer, and both tend towards the same goal—the betterment of the worker's condition. Both have their special fields in which they cannot be excelled. For fixing wages and settling certain of the more or less detailed matters relative to the labor contract, the union cannot be surpassed as an effective tool in the hands of the workers. For determining the general conditions under which the worker is to labor, for regulating such matters as the protection of the life and health of the employees, the factory acts are very useful.

The battles for such measures by organized labor take place in the halls of the legislature and entail no less to industry or to the workers as do strikes, boycotts and picketing. The latter, although necessary at times, are recognized by all to be a rather costly method of obtaining labor's demands. Then, too, the factory laws usually cover an entire industry, or, at least, a certain class of workers in that industry. For the great unorganized masses of the weaker members of the working class, the women and the children, the factory acts must continue to be of great assistance

and in obtaining this legislation the trade unions in the future, as in the past, are the most important factor.

The great objection to factory laws, however, is that the legislators are exceptionally slow in passing those measures demanded by labor. With the union a fight is waged and won or lost in a short time and the demand granted or rejected.

It is safe to say that if the American workingman had waited for congress or the state legislature to obtain higher wages and better factory conditions for him and his fellow employees, we could not have labor occupying the place that it does today in our social, political and economic worlds.

(Ira Cross, University of Wisconsin, in American Federationist.)

SATURDAY HALF HOLIDAY.

At a meeting of the Consumers' League held in Trinity Parish hall on the 2nd inst., the subject under consideration was the Saturday afternoon closing of the business houses in the interest of the overworked clerks.

Miss Constance McCorkle, secretary of the Y. W. C. A. made a strong appeal in behalf of the working girls who are obliged to work long hours and live in humble surroundings because of the miserable wages paid. In some instances coming under her personal observation, Miss McCorkle said the lives of those working girls were most wretched, and the custom of keeping the stores open late at night on Saturdays rendered the condition still more deplorable. "The poor girl," said Miss McCorkle, "who is obliged to work from 7 o'clock in the morning until 10 o'clock at night on Saturday is so exhausted that she cannot think of participating in the enjoyments of the Sunday. Sleep is the needed restorative, and the outside world with its invigorating charms becomes an utter blank to the overworked shop girl. Are we doing our duty through the advantages we enjoy in the privileges of means and leisure to help those who are less fortunate? Let us unite in our efforts to relieve the sad condition of the wage-working woman."

Rev. Mr. Ely told of the success of the movement in Rockford, Ill., brought about by persistency on the part of the community. He said the same could be accomplished here if all join in the work of educating the public to the moral and physical necessity of this boon to the working class.

Mr. W. P. Olds, of Olds, Wortman & King, was an interesting speaker on the occasion and said: "Until the purchasing public, and especially the working class can agree to abandon the habit of buying their wants on Saturday evening it will remain a problem impossible of solution to effect a general closing of the stores on Saturday afternoon."

"The working men have not shown a disposition favorable to the early closing, and it is a question of self preservation with the merchants so long as there are purchasers ready to buy after 6 o'clock. I believe the labor unions could do more towards bringing about this desired result than any other element in the community. Let the union men advocate the principle in the organizations and much will be accomplished through that medium."

P. McDonald spoke on behalf of organized labor, promising the support of the unions in the good work.

A committee of five ladies was appointed to confer with the Federated Trades Council at its next meeting, an account of which appears in the minutes of the last meeting published in this issue.

The Consumers' League is certainly doing a splendid work, and every union man and woman in the city should lend their fullest assistance to bring about the accomplishment of the grand purposes its unselfish members have in view.

MUNICIPAL RAILWAYS.

Late reports from the government authorities of Great Britain dealing with municipal ownership and operation of street railways show the complete success of the system.

Between the two periods of 1904-05 and 1905-06 the route mileage has increased from 2,117 miles to 2,240 miles and the electrical mileage from 1,780 to 1,994. Local authorities operating their own tramways have realized a net profit on the last year's working of \$12,142,809.60. Of this amount a sum of \$3,148,012 has been devoted to the reduction of tramway debts, \$2,993,361 to reserve and renewal funds and \$88,708 to the relief of rates (taxes).

Among the cities which made handsome profits from their municipal tramways during the year were Leeds, \$747,686; Liverpool, \$871,368, in addition to the proceeds of the North London lease; Manchester and district, \$1,104,700; Glasgow, \$1,773,192.

Out of the 1,491 miles of tramways owned by local authorities 1,276 were operated by themselves and 215 miles only were leased. The total number of passengers carried during the year on the municipal tramways was 2,236,012,777.

UNION HOURS AND UNION WAGES.

The present wage rate to union labor is the result of a long struggle, extending for a period of almost 100 years. In its early history the strikes were spontaneous and spasmodic; there were ups and downs. What was gained one season was lost in the next. The wage rate was not permanent. During dull seasons the prices paid for skilled labor received barely enough to purchase the coarsest kind of food.

The experience gained by these fluctuating spells in the labor market compelled workingmen to organize on more permanent lines and to maintain the unions in times of adversity, thus securing and maintaining uniform wage scales.

This again had a tendency to increase consumption and to stimulate production on a scale simply marvelous and beyond the dreams of former generations.

With the introduction of improved machinery in many lines of production the movement for shorter hours became an imperative necessity and is gaining ground from year to year. The first milestone was marked ten hours. Subsequently nine, and eight hours became the slogan of the advancing forces. It is still marching and never halts. Every year more men and women are enrolled under the banner of eight hours and victory. The trades unions have accomplished more in one-half century than the political dreamers will accomplish in a thousand years.—Cigar makers' Journal.

PETITION.

In the County Court of the State of Oregon for Multnomah County.

In the matter of the application of B. C. and John Larsson to obtain a Liquor License.

To the Honorable Board of County Commissioners:

We, the undersigned residents and legal voters of Troutdale, Oregon, precinct No. 78, respectfully petition your honorable board to grant a license to B. C. and John Larsson of Troutdale, Oregon, to sell spirituous, malt or vinous liquors in less quantities than one gallon in said town of Troutdale, for the period of one year: B. C. Larsson, W. J. Wheeler, H. H. Moritz, R. T. Hutson, M. Eppmanson, R. G. Gufford, R. White, A. L. Brink, J. S. Cole, Gus Anderson, Wm. Powell, Frank Emery, K. Swanson, A. F. Richardson, H. W. Love, A. Selling, A. S. Logan, E. Stafford, A. Latourell, J. S. Hudson, P. Storm, A. Frommelt, J. Herron, John Olson, Leonasid Cameron, F. W. Griffith, David Cray, Thomas Miller, J. V. Greenawalt, H. Johnson, J. Shipley, W. Wright, W. E. Hurt, Geo. Richardson, James Larell, A. Surber, Mason Latourell, W. J. Merchon, Chas. Rawley, Grosef, M. Harlow,

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A HINT.

The Armory Canteen at 10th and Couch, and the Royal Cafe at 10th and Everett are both Card houses and run according to union principles. Minor Lewis, Proprietor.

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Trade Union Directory

Following will be found a directory of Portland unions, giving the name, time and place of meeting, and wherever possible for the Labor Press to ascertain the name and address of the secretary. Secretaries will confer a favor upon the Labor Press by notifying the management of errors or changes in this list:

SUNDAY.
Shingle Weavers' Union, No. 55—Every Sunday, 2 p. m., Fulton.
Photo-Engravers Union—Eleven o'clock first Sunday, Room 214, Goodnough Building.
Geo. Handley, Oregonian.
Railway Freight Handlers—Second and fourth Sunday, 2 p. m., Drew Hall, F. McDonald, 162 Second.
Typographical, No. 58—First Sunday afternoon, A. O. U. W. Hall, Selling-Hirsch Building, Geo. A. Vth, Journal.
MONDAY.
Building Trades Council—Every Monday evening at 8 o'clock in Cooks and Waiters' hall, 128 1/2 Fifth street.
Building Laborers—Every Monday evening, Bartenders' Hall, 164 1/2 Alder street. M. J. Conroy, 264 1/2 Alder.
Carriage and Wagon Workers—First and third Tuesday evenings, Drew Hall, Robert Ewing, 397 Morris St.
Cigar Makers—Second Monday, Drew Hall, W. H. Fitzgerald, 162 Second.
Electricians, No. 125 (Line Men)—Every Monday night, Drew Hall, W. S. Jenkins, 248 E. Third-fourth.
Pattern Makers—First and third Monday, Drew Hall.
Plumbers—Every Monday evening, Arion Hall.
Sailors—Every Monday night, 7:30, No. 40 Union avenue, L. W. Paul.
Shipwrights and Caulkers—Every second and fourth Monday, Drew Hall.
Structural Building Trades Alliance—Every Monday night at 12:30, Fifth street.
Web Pressmen—First Monday, Room 214 Goodnough Building.

TUESDAY.
Bartenders' League, No. 339, in Bartenders' hall, 264 1/2 Alder street, every 1st and 3d Tuesday night, and every 2d and 4th Tuesday afternoon.
Blacksmiths and Helpers Union—Every second and fourth Tuesday, Drew Hall.
Bindery Women's Union, No. 114—First Tuesday evening, 162 Second street.
Bookbinders No. 90—Third Tuesday, Room 409 Drew Building, E. J. Sonnenburg, box 3 Woodlawn.
Carpenters—Every Tuesday night at 8 o'clock, hall 302 Drew Bldg., 162 Second.
Cooks and Waiters—1st, 3rd and 4th Tuesdays at 8:30 P. M., and 2d Tuesday at 2:30 P. M., in Cooks and Waiters' hall, 128 1/2 Fifth street.
Locomotive Engineers—First and third Tuesday at 11 p. m., Drew Hall.
Musicians—First Tuesday afternoon at No. 162 Second. Board meets every Tuesday afternoon at same place. Room 104, at 1 o'clock p. m. F. E. Newberger.
Sheet Metal Workers—First and third Tuesday, Drew Hall, Ira S. Hill, 1169 E. Main.
Teamdrivers' Union, Local 165—Every Tuesday night, Union Hall, Second and Stark. W. J. Rogers, 1608 Northrup.

WEDNESDAY.
Allied Printing Trades Council—Second Wednesday evening, 214 Goodnough Building.
Bricklayers' Union—Every Wednesday evening, Arion Hall, 224 1/2 Yamhill. Chas. Stokes, Box 528.
Grainhandlers, Local 263—Every Wednesday evening, at Davis Hall, corner 1st and Stark and Albina avenue. L. L. Ray, 120 Selwood.
Labor Party—Every Wednesday at 8 P. M., in Cooks and Waiters' hall, 128 1/2 Fifth street.
Leatherworkers—Every Wednesday evening, 162 Second, third floor, Manley Davis, 214 Union avenue.
Messenger Boys' Protective Union—Every Wednesday night Drew Hall Cecil E. Messinger, 844 E. Seventh, N.
Painters—Every Wednesday night at 8 o'clock, hall 201 Drew Bldg., 162 Second.
Plasterers' Union, No. 329—Every Wednesday evening, Plasterers' Hall, 127 1/2 First.
Riggers and Shipbuilders, No. 325—First Wednesday evening in month, Hall 306, Alley Building, Henry Arnold, 248 Burnside.
Stereotypers and Electrotypers, 48—First Wednesday evening, Room 214, Goodnough Building, Frank Land, Journal.
Street Railway Employees—Every Wednesday evening, Arion Hall, 224 1/2 Yamhill.
Journymen Tailors' Union, No. 74—Second and fourth Wednesday, Union Hall, Second and Stark. J. M. Bendroth, Box 122.

THURSDAY.
Barbers—Second and Fourth Thursday evening, 162 Second. T. M. Leabo, secretary, 167 1/2 First, phone, Pacific 1501.
Women's Union Label League—Every Thursday night in Hall 302, Drew Building, 162 Second street.
Boiler Makers' Union—Second and fourth Thursday evening, Arion Hall 224 1/2 Yamhill.
Coopers' Union—First and third Thursday evenings, Bartenders' Hall, 264 1/2 Alder.
Garment Workers—First and third Thursday evening, 162 Second.
Longshoremen's Association, 265—First and third Thursday evening, Union Hall, Second and Stark, third floor.
Lathers Union—Every Thursday at 8 P. M., in Cooks and Waiters' hall, 128 1/2 Fifth street.
Printing Pressmen, Local 48—First Thursday, 12:15, First, W. H. Gerde, American Type Founders Co.
Retail Clerks Union—First and third Thursday evening, Drew Hall, Geo. Rodner, Liona Clothing Co.
Theatrical Employees, Local 58—Second and fourth Thursday, 224 1/2 Yamhill. C. M. Campbell, Star Theatre.
Wood, Wire and Metal Lathers Union—Thursday evening, Lathers' Hall, 218 1/2 First.

FRIDAY.
Carpet Workers, Local 8—Friday evening, 230 1/2 Yamhill. H. C. Brown, 453 Florence.
Electrical Workers, No. 317—Friday, Drew Hall, J. L. Crockwell, box 644.
Federated Trades Council—Every Friday night at 8 o'clock, hall 302 Drew Bldg., 162 Second.
Inside Electrical Workers—Every Friday evening at 8 o'clock in Cooks and Waiters' hall, 128 1/2 Fifth street.

SATURDAY.
Bakery and Confectionery Workers, Local 114—First and third Saturdays, 8 o'clock p. m., 228 1/2 Yamhill. A. Dupois, 333 Burnside.
Beer Drivers and Bottlers—First and third Saturday, Drew Hall. G. C. Goldenberg, 811 Kelley.
Brothers' Union—Second and fourth Saturday evening, 228 1/2 Yamhill, Arion Hall, Otto Kulkas, box 171.
Bridge and Structural Iron Workers—Saturday evening, 230 1/2 Yamhill.
Stationary Firemen—First and third Saturday evening, Musicians' Hall, 227 Chamber of Commerce, James Roberts, 584 Pettygrove.
Longshoremen, Local 544—At call of president, Hibernian Hall, Second and Stark. Hugh Fitch, 37 N. Front.
Stationary Engineers—Every Saturday evening at 8 o'clock, in Cooks and Waiters' hall, 128 1/2 Fifth street.

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