

PROCEEDINGS OF COUNCIL

Portland, Ore., July 5th, 1907.
Portland Federated Trades Council held regular meeting this date; the president and vice-president being absent, Brother Kelly was elected to fill the chair for the evening.

Credentials—Typo No. 58, R. A. Harris; Bricklayers, Harry Gurr, W. E. Thayer, A. Steinbach; Bar Tenders, Alex E. Schwartz; Plumbers, W. Casey, J. L. Rogers, J. Tooley.

Communications—From the Japanese-Korean Exclusion League asking certain information was turned over to secretary for reply; a communication from the Grainhandlers' Union notifying the Council that that local had resolved at its last meeting to withdraw from this body, on motion was placed in the hands of the Organizing committee to be dealt with as that committee may see fit. The following communication from the Joint committee on Unfair List was read:

Portland, Ore., June 28th, 1907.
To The Federated Trades Council: We the undersigned committee recommend that a committee of three from both the Building Trades Alliance and The Portland Federated Trades Council be called a conference committee to which all requests to put a firm or firms on the unfair list shall be referred; the body making the request to refer said request to the conference committee for consideration; and it shall report to both bodies the result of its investigation; and we further recommend not to recognize any boycott of any organization unless in good standing with either the Trades Council or the Building Trades, and further recommend that the unfair list of both bodies be entirely eliminated and a new unfair list be prepared.

Fraternally yours
J. L. LEWIS
J. C. WELLS
H. W. DREW
H. W. WASHNER
W. E. PITCHKE
B. F. CARAHNER

Considerable discussion was indulged in regarding the proposition to eliminate the present unfair lists. Finally a motion by Brother Harris to adopt the committee's proposition with the proviso that the present unfair list of the council remain intact until a joint unfair list be prepared by the Joint Conference committee, was adopted.

The minutes of the last meeting of the Building Trades Alliance were read and ordered filed.

Bills—The following bills were ordered paid: H. C. Kay, \$8.00 for music furnished at open meeting 28 ult.; Glass & Prudhomme \$4.50 for 1 M circulars advertising open meeting, 28th ult.; P. McDonald, \$22.80, salary and postage for June; Multnomah Printing Co., \$2.25 for 500 envelopes; Peace Association, \$3.00 for initiation fee of three delegates from this body; Lucy White, \$5.00, salary for June.

Reports of Committees—The Organizing committee reported having visited several unions in company with Brother Hamilton, and having planned to take up the work of organizing several trades in the city in the near future; report was accepted as progress.

The Labor Day committee stated it had sent out to the various unions a referendum to decide whether organized labor shall hold a grand parade on Labor Day. As yet but a few locals have responded. It was requested by the chairman of said committee that all locals take vote on this question at as early a date as possible and return result of same to the committee at 128½ Fifth street.

New Business—A resolution was here offered condemning the un-American spirit and unprincipled methods of I. W. Wism as demonstrated at the open meeting of this Council held one week ago. After favorable criticism of the resolution, a motion to adopt the same and give to the press was unanimously carried.

A request for financial support by the Labor Day committee to carry on the necessary work of printing, etc., was responded to by a motion to appropriate \$25.00 for this purpose, money to be handed over to said committee whenever same is needed; the motion was carried.

A proposition to the effect that this council proceed to investigate the feasibility of organized labor's securing a supply of fuel for the use of union men in this city, at prices reasonable. The question gave rise to a considerable discussion showing that a vicious wood trust exists in Portland, whose purpose is to monopolize the slabwood supply and thereby extract exorbitant prices

for the same from the citizens who are obliged to patronize this octopus known as the "Fuel Trust." On motion, a committee consisting of Hall, Gurr and McDonald was appointed to take up the matter, make an investigation, and, if thought advisable, advertise for bids or tenders for the supplying of slabwood and cordwood, delivered at the docks or in the railroad terminals.

It having been announced that the trouble with the Home Telephone Co., was satisfactorily arranged, it was moved and seconded that the Home Telephone Co. be removed from the unfair list, the motion was carried and the secretary instructed to cut off the unfair list the name of the Home Telephone Co.

On request of the Cooks and Waiters, the name of the Winner Restaurant was ordered taken from the unfair list.

Reports of Organizations—The Engineers reported the trouble between their union and the firm of Albers Bros. as being in a fair way of settlement.

Receipts—Pressmen, \$3; Longshoremen No. 265, \$9; Blacksmiths, \$3; Bartenders, \$3. Total, \$18. Disbursements, \$45.55.

There being no further business before the house, meeting adjourned for one week.
P. McDONALD, Secy.

CARPET MECHANICS ELECT OFFICERS.

At the last meeting of the Carpet Mechanics' Union, of Portland, the following set of officers was elected to serve for the ensuing term: President, Clayton Pio; Vice-President, Oliver Joyce; Recording Secretary, H. C. Brown; Financial Secretary, Ed. Campbell; Treasurer, W. T. Buckman; Sergeant-at-Arms R. Hazzard; Delegate Federated Trades Council, Lou Deischneider, J. E. Le Beau and Ben Massey.

The Carpet Mechanics have succeeded, recently, in securing a 50-cent per day increase in their wages, making the minimum \$4.00 for 9 hours—the beneficial result of proper organization.

DISASTEROUS FIRE.

The new stables owned by the Brown Bros., at Seventeenth and Northrup streets were completely destroyed by fire on the morning of the 4th, inst., when eight splendid horses and four transfer wagons were burnt to a crisp.

The fire, it appears, started under the barn which was situated on the west half of the quarter block facing Northrup street. Four cottages occupied the east half of the site facing Seventeenth street, two of which were totally destroyed, the remaining two being considerably damaged.

The inmates of the dwellings were aroused by Mr. J. Meehan and his clerk who run a saloon on the opposite corner, and were just closing when the fire broke out.

The slumbers had barely time to drag out of the burning buildings their bedding and a few pieces of furniture when the flames completely enveloped the dwellings forcing the occupants to seek shelter on the opposite side of the street. Mr. Meehan opened his back compartments and kindly assisted, with the aid of his clerk, in storing in his building the clothing and furniture which had been saved from the flames.

The loss of the Brown Brothers is very considerable, the horses burned being valuable animals and the wagons almost new. The barn was a first-class building about a year old, and the cottages nice, modern dwellings.

The Browns are members of the Teamdrivers' Union and Stand high in the estimation of their fellow workmen.

Much praise is due Mr. and Mrs. Meehan for the kindly attention to the poor families who were thrown upon the street under such inclement circumstances.

INFORMATION FOR SHIPPERS.

To the Editor: Will you kindly call the attention of your readers—especially shippers of freight in earload lots—to the new rules governing applications for cars, which become effective July 1st. A copy is enclosed herewith.

We believe this will be very satisfactory in practical operation, as the shipper will be able to determine for himself whether he is being accorded fair treatment, and the railroads can fill orders more systematically than at present.

Shippers are advised to make their applications for cars in writing, and to specify in their orders the items lettered "a" to "f" inclusive in paragraph "1" of the regulations. This will enable a complete record to be kept, which will show at all times the actual condi-

tion as to cars ordered and supplied, applications filled, and will disclose the presence or absence of discrimination in filling shippers' requisitions. The records are to be public; any shipper will be entitled to inspect the record at his station or the dispatcher's office at any time during business hours. If the record is not kept at any station or access is denied to bona fide shippers, this commission will undertake to see the practice is corrected if the facts are reported at Salem.

Rules Governing Record of Applications for Cars, Etc.

1. At each station on every railroad in this state where an agent is maintained, and where freight is received and delivered, there shall be kept and preserved a register or record of all applications for cars by shippers, and said register or record shall give substantially the following information: (a) Name and address of the applicant for cars. (b) Number of cars applied for. (c) When cars will be required. (d) Kind and size. (e) Kind of freight to be shipped. (f) Destination of freight. (g) Date cars are furnished and set for loading. (h) Number furnished. (i) Kind and size. (j) Initials and number of cars furnished.

All applications for cars made at any such station shall be immediately and correctly recorded in such register or record in chronological order of application. Such record shall be kept in suitably bound book, and be subject to the inspection of any bona fide shipper during business hours.

2. A record of car distribution shall be kept at the office of each chief dispatcher of all the railroads doing business in this state, subject to the inspection of any bona fide shipper during business hours. This record shall be made up from daily reports of all station agents on such division, and shall contain the information set forth in the preceding rules. It shall be so kept as to show the shipments of principal commodities. The names of all persons ordering cars on such division shall appear in alphabetical order and must show cars loaded for foreign roads, whether on company cars or foreign cars.

RAILROAD COMMISSION OF OREGON.

Oswald West, Commissioner.

COMMERCIAL TELEGRAPHERS.

The first convention of the Commercial Telegraphers' Union of America was held in New York during the week beginning July 19, 1903. A year later a second convention was held in St. Paul, where it was voted to hold biennial sessions thereafter. The first biennial session was held in Cincinnati a year ago. One hundred and thirty-two locals are now affiliated with the organization.

"Button day" was celebrated by the union throughout the country on May 1. At that time all members of the organization displayed their union buttons. A secret signal was established recently and an operator in one city in communication with another in some other city can tell by giving the signal whether the man at the other end of the wire is a unionist.

LONG & ROBERTS ENTER PARTNERSHIP BUSINESS.

Our old co-workers, J. W. Long and Bert Roberts, both of Teamsters local, have taken over the Native saloon at Sixth and Glisan streets and will conduct a first-class place under the new name, "XXX Saloon."

These boys are good union men and entitled to their fair share of union patronage. While we are pleased to say that unionism as a body is composed of the most temperate class of men in America, it is nevertheless true that an occasional visit is paid the quench fount during very warm weather; hence the suggestion that XXX be not forgotten.

JUSTIFICATION OF STRIKES.

Extract From Samuel Gompers in American Federationist.

Throughout the country, numbers of men are engaged in trade movements to increase wages, to reduce the hours of labor, to obtain improved working conditions. With these movements has come a general howl from the worst elements of the plutocratic press. These gentry cannot understand the "reasonableness" of the workers' demands nor the necessity of strikes which are sometimes inaugurated to achieve them.

Of course, no one who has given the subject of strikes and lockouts any considerable attention can stoutly advocate recourse to them. But we ask any fair-minded man to point out definitely what the working people are to do situated as they are.



The Two-Piece Suit is the only sensible one to wear during the warm months of July and August. Whether at the coast or in the mountains or at your place of business one of our \$15.00 Outing Suits will keep you cool and comfortable.

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On every hand prices of commodities have risen; the common necessities of life have become enormously enhanced. What are the workers to do under such circumstances to meet these new conditions? Shall they await the philanthropic impulse of their employers to voluntarily increase wages and grant improved conditions? Has experience shown the wisdom of Mr. Baer's (of coal strike fame) erstwhile claim that the employers are God's trustees of the world's goods and that under their charitable stewardship the workers must, with sublime faith, place their interests and welfare?

Indeed, here and there may be found an employer generously and considerately inclined who will grant not only fair wages but also other reasonable labor conditions. But taken as a concrete proposition, nothing has been brought to labor upon a silver platter. All the toilers have achieved in material improvement has been compelled by sheer power of organization, of intelligence, of grit; by their willingness to bear temporary burdens and make momentary sacrifices that better conditions of labor and of life shall be secured for themselves, for those dependent upon them, for those who may come after them.

Having participated in strikes as well as having observed them in all their phases, we repeat that no one can be a sturdy advocate of a recourse to them. But when the American standard of life and with it manhood, character, and independence is threatened, and no relief can be obtained by any other course than a strike, pray what would our wisemen of the antagonistic press advise the working people to do? An increase in the cost of living without an increase in wages is equal to a reduction in wages. Shall we wait and wait and wait until employees shall voluntarily concede increased wages? To follow that course the workers might as well believe in the notions preached to them of old, to be content with their lot here on earth and hope for good things in the great beyond. This sacrilegious view is now no longer seriously presented to the workers, for all realize that in the material affairs of this mundane sphere mankind has its destinies in its own keeping; that if the workers would partake of the fruits of their toils, the benefits of our civilization, they must achieve them by their own efforts.

"Those who would be free, themselves must strike the blow," is as true now as ever in the history of man, and eternal vigilance is as much the price of material advancement now as it is, or ever was, the price of liberty.

ANOTHER PRISON.

Everyone knows the history of Libby Prison, maintained during the civil war at Richmond, Va. Diagonally across from the spot a new prison has been erected. Those confined in Libby were men capable of enduring hardships, but the inmates of the new prison are little children working in the stemmies of the American Tobacco Company and the Royal Bengal cigar factory. People who purchase the products of these concerns are equally as blamable as the corporations that employ the children, and the state of Virginia, which looks on and countenances this crime against childhood.—Typographical Journal.

Do you believe in the union label? You get the label when you buy "Bell Brand" collars and cuffs. Ask your dealer.

To the Labor Unions of Portland

You are going to open your own wood yard because you cannot afford to pay the Trust's prices for fuel. After you get it started how will you like it if the Wood Trust comes along and leases a place adjoining you; how will you like it if the Trust gets its doors right up against you and paints its building the same color as your's and refuses to put its name above the door—all of this in order to trap the innocent purchaser who is looking for your wood yard?

Well! This is just what the Beef Trust has done to Smith. Now, in the name of justice and in the hope of stamping out all Trusts who will descend to these tricks of Satan we ask you to pass up every Beef Trust market high and low throughout the city and buy your meats at

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The Portland Carriage and Baggage Co., under the management of Billie Brown, a genuine friend of labor holding a paid-up card in his union, is in a position to meet the wants of union men, or any class of men, at shortest notice.

The boarding stable in connection with the livery department is not excelled in this city; the hack service, as well as the baggage transfer, cannot be beaten. Call and verify these statements, 304 Irving street, opposite Union depot.

TIMELY HINT.

The Armory Canteen, at Tenth and Couch streets, and the Royal Cafe, at Tenth and Everett streets, are said to do the fashionable Saturday evening trade of the residential district adjacent thereto. Remember the lid falls tightly at 12 o'clock Saturday midnight. Get your beverage early Saturday evening—Minor Lewis, Proprietor.

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