

PROCEEDINGS OF COUNCIL

Portland, Ore., July 20, 1907.
Portland Federated Trades Council met this date in regular session, President McKenzie in the chair.

Credentia's.—Brewery Workmen, Wilhelm Schmidt; Carriage and Wagon Workers, Paul Rothlisberger, O. A. Bush, H. M. Sheid; Cooks and Waiters, John Reed. Delegates seated.

Minutes of previous meeting were read and approved.

Communications.—From Frank Morrison, secretary A. F. of L., pointing out the necessity of forwarding premium on bonds, etc., was laid on the table until after next election of officers; from Union Guarantee Association stating the company is in a position to bond all financial officers of locals on as favorable terms as any Eastern company can offer, was ordered filed for future reference.

Bills.—L. M. Dobyns, \$10, for hall rent to July 31st, ordered paid. The minutes of last meeting of Building Trades Alliance were read and ordered filed.

Report of Committees.—The Organization Committee reported having deputized Brother McDonald to wait upon the Grainhandlers regarding their withdrawal from the central body. Brother McDonald reported having visited the Grainhandlers' Union last Wednesday evening, discussed the matter with that organization and felt that the union, as a whole, favored re-affiliation with this Council.

Labor Day Committee reported that efforts were being put forth to secure Multnomah Field as grounds whereon to hold celebration. The chairman of said committee stated there were reasonable grounds to expect that the above-mentioned site could be secured. He also stated that the next meeting of the committee will take Sunday, the 21st inst., at 11 A. M. The referendum vote on parade, up to the present time as returned by the locals was not large, but indicated that the parade would take place. The report was accepted as progress.

Committee on Wood reported progress and asked that a sub-committee of two delegates be appointed to assist in the work of carrying out plans for the success of the enterprise. The request was complied with and Brothers McKenzie and Drew were named as the sub-committee.

Report of Organizations.—The Steam Engineers reported the case of Albers Bros. as being in a fair way of satisfactory settlement.

The Photo-Engravers reported the Forbes Co. as conducting an open shop.

Receipts—Cooks and Waiters, \$30; Cigarmakers, \$6; total, \$36.

Disbursements.—\$10.
There being no further business before the house meeting adjourned for one week.

P. McDONALD, Sec.

CIGARMAKERS' ITEMS.

The Cigarmakers of Boston, who were thrown out of work on account of a strike of the strippers, have returned to work, the strippers having reached a satisfactory settlement with the manufacturers.

The Cigarmakers of Havana, Cuba, who have been on strike for several weeks, have reached a satisfactory agreement with the employers.

At the last regular meeting of Local No. 202 the following officers were elected: President, H. G. Parsons; vice president, Norman Samuels; financial secretary, W. H. Fitzgerald; recording secretary and label custodian, W. F. Sage; treasurer, W. Kruschke; sergeant-at-arms, Aug. Thomaskra.

An assessment of \$1 to replenish the local fund was levied last meeting.

Chas Gettner returned from a three weeks' outing near Forest Grove and reported having caught two fish.

Diek Spry left Saturday for New Westminster where he will join Fred Thorn on a fishing cruise.

GARMENT WORKERS ANNOUNCE EXCURSION

The United Garment Workers, Local No. 228, announce their intention to give a grand river excursion on or about the 18th of August. Every union man and woman that can manage to scramble aboard the boat and barge carrying those happy excursionists should make a special effort to be in attendance, for we may safely assume this will be the event of the season.

Full particulars will be published previous to the day set for the affair.

THE STATE BOARD RETURNED FROM EASTERN OREGON.

The State Board of Barber Examiners has completed its work of examination in Eastern Oregon and returned, Saturday morning, to the city.

In speaking to the members of the Board we learn that their trip was both pleasant and successful. Examinations were held at different points in the eastern section of the State, and many candidates were given licenses to prosecute the business of the tonsorial artist.

Today the Board goes to Hillsboro on official business.

GUILTY OF VIOLATING TEN-HOUR LAW.

On Saturday of last week John Tate, proprietor of the City Laundry, pleaded guilty to violation of the State law making it an indictable offense to work female employees more than ten hours per day.

The case was brought into Justice Reed's Court by Mr. O. P. Hoff, Labor Commissioner, on the 12th inst.

Sentence was suspended pending the decision of the Supreme Court of the United States in the appealed case of the Garnd Laundry for a similar offense. This case was heard in the State Supreme court some eighteen months ago, decision for the plaintiff was rendered, the defendant took appeal to the U. S. Supreme Court and the case has been standing since that time. It is expected that a decision will be rendered during the month of November or December; the constitutionality of the law being the grounds of appeal.

BALTIMORE PRINTERS GET INCREASE.

Baltimore Typographical Union has reached an agreement with the newspaper publishers of that city whereby its members working on the newspapers will receive an increase of 15 per cent in wages in the future. A seven-hour day has been in effect in Baltimore composing rooms for several years, and the length of the working day will remain the same under the new agreement.

READ THIS.

The Portland Carriage and Baggage Co., under the management of Billie Brown, union man to the core, is situated at 304 Irving street, near Union Depot, and we wish to say any friend of true unionism needing hack service or having baggage to be transferred should patronize our friend and supporter every time. Brown can and will serve the public in his capacity as no other livery stable in town can do. Go see for yourselves.

TO SETTLE CIGARMAKERS' STRIKE.

A conference of the members of the Cigarmakers' combine and the independent firms was held in Havana on the 11th inst., for the purpose of arranging a settlement of the strike of the cigarmakers, who went out last February demanding the payment of their wages in American instead of Spanish money. No definite decision was reached, and the conference was adjourned until a later date. It is understood that the manufacturers are not willing to concede the demand that wages be paid in American currency, but they are prepared to pay a 10 per cent increase in Spanish gold. These terms are believed to be acceptable to the strikers, and it is, therefore, probable that the factories will reopen next week. A corresponding increase in the price of cigars will be announced.

COMMENDED BY A WISE MAN.

"Attacked and denounced as scarcely any other institution ever has been, the unions have thriven and grown in the face of opposition. This healthy vitality has been due to the fact that they were a genuine product of social needs—indispensable as a protest and a struggle against the abuses of industrial government, and inevitable as a consequence of that consciousness of strength inspired by the concentration of numbers under the new conditions of industry. They have been, as is now admitted by almost all candid minds, instruments of progress. Not to speak of the material advantages they have gained for workmen, they have developed powerful sympathies among them, and taught them the lesson of self-sacrifice in the interest of their brethren, and, still more, of their successors. They have infused a new spirit of independence and self-respect. They have brought some of the best men to the front, and given them the ascendancy due to their personal qualities and desirable in the interests of society."—John K. Ingram, LL. DD.

CAR STRIKERS GET \$30,000 PER WEEK.

Other Unions, By Assessment, Aid In Supporting Striking Car Men.

The eleventh week of the car strike closed Saturday, with both sides apparently as firm as when the controversy started on May 5. President Cornelius of the Carmen's Union, says that the strikers are in good spirits and believe that Calhoun will have to yield ultimately. They are encouraged by the splendid financial support which is being given by the other labor organizations, over \$30,000 a week being provided by the plan of assessment adopted by the Labor Council and Building Trades Council. The contribution of the carpenters ranges from \$5,000 to \$5,800 weekly. Yesterday Secretary H. J. Richardson turned over to the campaign committee \$5,862, representing the contributions for the past week of the carpenters affiliated with the Joint District Council of Carpenters.

The bus service is being extended and improved and Transportation Manager W. B. Burton says that a complete transfer system will soon be in force that will give communication with the outlying districts and the business and manufacturing sections for a single ten-cent fare.

The General Campaign Committee issued the following statement Saturday evening:

"At the end of the tenth week of the strike we find that the United Railroads have been unable to improve its service from what it had two weeks after the strike began, despite the statements of the company of improved service and more cars. The following accurate table will show the number of cars in operation for the last twelve days: July 1, 201 cars; July 2, 202; July 3, 220; July 4, 215; July 5, 210; July 6, 212; July 7, 209; July 8, 213; July 9, 209; July 10, 214.

"This will show positively that the company has not been able to increase its service. The mechanics in the barns and the workshops are leaving. They cannot get and retain competent men. The result is that the cars on the streets are in a very dangerous condition, which evidenced by the motors burning up, controllers flashing, and air brakes going out of order.

"Several of the old platform men who returned to work, have become disgusted and have again left the employ of the company. Both the United Railroads and the California Street Railroad Company, in their desperate efforts to obtain railroad men, are employing men whom they formerly discharged for dishonesty, drunkenness and general incompetence."

POWER OF THE LABEL.

There are many "isms" advanced for the solution of the labor problem, the appellations of which, if not the substance, are familiar to all localities, excepting perhaps, along the outskirts of civilization and within the counting rooms of some large and very influential newspapers. While the advocates of each are inspired by the same noble purpose—the abolition of poverty, its criminal consequences, and the substitution of liberty, happiness, prosperity and health, yet there is no practical unanimity, no "get-togetherism" discernible from out the economic chaos. In fact, if the truth must be admitted, paradoxical as it may appear, each school looks upon the other as an enemy. While the end sought is the same, the means used and the basic principles are widely divergent.

One advocates the Karl Marxian idea—direction, control, an elaborate extension of state functions; another the Jeffersonian—less government, but yet government; while another, the followers of Proudhon and Josiah Warren, believes purely and simply in the sovereignty of the individual, unfettered by statutes or judicial coercion. And each has its subordinate coterie of unconscious supporters—of owners of telegraph and railroads, municipalization, minor legislative measures, freedom of land, etc. The discussion, so far as adherents count, proportionately, is yet in its infancy, and the outcome, which eventually will be decided by the relative number, the ascendancy of one of these particular schools, is not as yet even dimly foreseen in the distance.

Now, none of us know it all! We live in an age of doubt, uncertainty and inquiry, and while our great minds wrestle with the economic elephant, while this lack of harmony exists and we await the questionable outcome, there are any one practical means of mutual self-protection upon which the workers can unite?



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The tailor on his vest strap.

The shoe maker on his shoe.

The barber in his window.

The blacksmith on his horseshoe.

The moulder on his stoves and hollow ware.

The cooper on his barrels.

The baker on his loaves.

The wagonmaker on his carriage.

The fisherman on his can.

Each can demand the union mule-spinner from the mammoth dry goods houses; linen and underwear from the haberdasher—all to be passed over the counter by union clerks with the union button in their coat lapels.

Demand it.

All journeymen painters, decorators and paperhangers went out on strike at Napa, Cal., on July 8, because the bosses had reduced their pay from \$4 to \$3.50 a day.

The American Shipbuilding Company has appealed to the Federal Court at Lorain, O., for protection against possible damage to property and violence against employees as a result of a second strike at the yards in that city.

Word comes from Nome, Alaska, that the miners in that district are organizing to prevent a dollar per day reduction in their wages. Operators at Nome have been paying \$5 a day, with board, and now wish to pay \$4, with board. A strike is expected.

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 yours 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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