

RECOGNIZE THE LABEL

SOCIETY OF EQUITY URGES RECIPROCALITY OF INTERESTS THROUGH LABEL

Mr. James Wood, in a communication to the Chronicle, official organ of the Central Labor Union of Cincinnati, has the following to say regarding the co-operation of the Society of Equity with organized labor:

"Let me assure Chronicle readers that this movement is no dream. It is neither socialism, communism, nor any other ism. It is a feasible plan of co-operation, of reciprocity, with the label of the union workman and the label of the union farmer as the ligament that binds them together for mutual help. A cigarmaker myself, I have seen the time when the trade mark of the workingman was not the powerful agency that it is today. And in those days there were loyal and zealous trade unionists who had doubts that the label would ever become the potent factor that it is at the present time.

"As sure as the night follows the day, this getting together of workman and farmer is destined to prove a great epoch in the industrial history of the world. The practicability of the undertaking should appeal to all. When the propaganda is national in its scope; when the unionized farmers shall number five millions; when the consumers in the cities shall realize the benefits that spring from purchasing products bearing the farmers' label; when the farmer shall don his label suit of clothes, put the labeled harness on his team of horses, hitch the team to a labeled wagon, and, taking the labeled whip in his hand, drives to town to see his label brother, then the doubters shall become shouters, the faint-hearted shall be heartened, then the world will know that a great world-movement has been born and has grown to a marvelous and sublime success."

HISTORY REVIEWED.

A prominent citizen of San Francisco, intimately associated with the work of administering the relief sent to the victims of the earthquake, is visiting in Boston, and at a meeting recently told a story which illustrates how unfair the newspaper stories are which picture the situation in San Francisco as wholly due to the trade-unionists.

This gentleman believes that labor unions have been unwise in attempting to force labor prices up to too high a level, but says they are no more to blame than many of the other business and commercial interests in San Francisco, and tells this story:

"The Coast Seamen's Union made a demand for a large increase of wages, and the entire shipping industry was threatened to be closed up for want of seamen, which meant the stopping bringing in or building supplies, and consequent cessation of building.

"The head of this particular union—a man of integrity and good reputation in the community—was waited on by a committee of business men, who asked him if he would not use his influence with his organization to have it defer its demand for increased wages for a period until conditions would warrant an increase being paid.

"After consideration, the labor leader replied that the bulk of the goods being hauled on the vessels was lumber, which was not costing the importers any more at the source of supply than it did before the earthquake, and if the lumber importers would agree to make the prices for their goods the same as it was before the earthquake, he, for his organization, would agree that the price of labor would remain where it had been. The proposition was made to the lumber dealers, and they refused.

"The story is worth repeating, because, while labor in San Francisco is undoubtedly to blame for forcing the wage scale, under the circumstances, they have done exactly the same as the dealers in most other commodities on the Pacific Coast.

"Human nature assays about the same, whether found in a labor organization or in a counting room."

—Boston (Mass.) Traveller.

The foregoing reads nicely as a plea in extenuation of the "aggressions" of trade-unionism. But as a recital of historical fact it lacks several of the elements (especially the element of truth) essential to a proper understanding of the situation. The reference to the "demand for a large increase of wages," made by the Coast Seamen's Union (meaning the Sailors' Union of the Pacific) is a sheer exaggeration. The demand of the

Sailors' Union was limited to a proposal for an increase in wages of \$5 per month—that is, sixteen cents per day—to the seamen employed in a certain class of vessels. This demand was based upon the proposition that the wages of the seamen had remained stationary for ten years previously, while wages generally and the cost of living had greatly increased during the same period, with the result that the seamen were working at a relatively reduced rate. Further, the demand for an increase of sixteen cents per day was not made as a result of the conditions created by the disaster of April, 1906, but had been presented several months prior to that occurrence. The relations between seamen and ship-owners were not affected by the earthquake conditions, except in so far as the latter enabled the shipowners the more easily to pay the increase asked for. As to the statement of the "prominent citizen of San Francisco," that "the entire shipping industry was threatened to be closed up for want of seamen," it simply remains to be said that that threat was made by the shipowners, who, in order to defeat the seamen, inaugurated a lockout of men employed in other classes of vessels and who were in no way affected by the demand for an increase of wages. The history of the event, as known to those who made it, contains no record of the conference between the "head of this particular union" and a "committee of business men," so we must let that feature of the "prominent citizen's" remarks pass without comment. In general, the Traveller's story, while no doubt well-intentioned, fails in its purpose of condoning the "aggressions" of organized labor in San Francisco, mainly because no "aggressions" took place. The wages of organized labor were increased in two ways, first by the necessities of employers, leading to the payment of bonuses in order to secure help; secondly, by the necessities (?) of the land-lords, etc., leading to a large increase in the cost of living. Historians will please get their facts in proper sequence and draw their conclusions accordingly, instead of twisting the facts in order to condone the offenses of one party at the expense of another.—Coast Seamen's Journal.

which in the early 80's was comparatively rare, but between 1889 and 1894 became of considerable importance, since 1894 has not constituted as much as 3 per cent of all strikes in any year except 1904. Strikes for increase of wages have been more successful than those for any other cause, having entirely failed in only 31.36 per cent of the establishments involved in strikes for that cause, while the next most successful, those against increase of hours, entirely failed in 37.09 per cent of the establishments involved. Strikes concerning recognition of union and union rules entirely failed in 42.88 per cent of the establishments involved, and sympathetic strikes, the most unsuccessful of all, entirely failed in 76.53 per cent of the establishments involved.

REPORT OF THE LABOR BUREAU

(Continued from page 1)

Within recent years the effort to bring about the settlement of strikes and lockouts by joint agreement of organizations representing the parties or by arbitration by a disinterested third party has been attended with considerable success. During the five-year period 1901 to 1905, 5.75 per cent of all strikes and 12.20 per cent of all lockouts were settled by joint agreement and 1.60 per cent of the strikes and 2.03 per cent of the lockouts were settled by arbitration. These methods of settlement have been thus far largely confined to a few industries, practically one-half of the strikes and two-thirds of the lockouts settled by joint agreement being in the building trades, and about 14 per cent in the coal and coke industry. Of the strikes settled by arbitration more than one-fourth were in the building trades and 13 per cent in the coal and coke industry. These figures do not fully represent the progress of these methods of settlement of disputes between employer and employee, for both methods are being used to a large and increasing extent to settle disputes before a stoppage of work occurs.

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NOTICE.

Call at the Armory Canteen, Tenth and Couch, or the Royal Cafe, Tenth and Everett, for anything in the line of exhilarating fluids; none can serve your desires and tastes more amply than the management of these resorts. Minor Lewis is noted for his choice selections—hot or cold.

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. 58—Every Sunday, 2 p. m., Fulton. Photo-Engravers Union—Eleven o'clock first Sunday, Room 214, Goodnough Building. Railway Freight Handlers—Second and fourth Sunday, 2 p. m., Drew Hall. Typographical, No. 68—First Sunday afternoon, A. O. U. W. Hall, Selling-Hirsch Building. Geographical, Journal.

MONDAY.

Building Trades Council—Every Monday evening at 8 o'clock in Cooks and Waiters' hall, 123 1/2 Fifth street. Building Laborers—Every Monday evening, Bartenders' Hall, 164 1/2 Alder street. M. J. Conroy, 264 E. 12th. Carriage and Wagon Workers—First and third Tuesday evenings, Drew Hall, Robert Irvine, 397 Morris St. Cigar Makers—Second Monday, Drew Hall, W. H. Fitzgerald, 163 Second. Electricians, No. 125 (Line Men)—Every Monday night, Drew Hall, W. S. Jenkins, 248 E. Thirty-fourth. Pattern Makers—Second and fourth Monday, Drew Hall No. 294, R. Lovelidge, 325 Broadway. Plumbers—Every Monday evening, Arion Hall, 123 1/2 Fifth street. 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 12:15, Fifth street. Web Pressmen—First Monday, Room 214 Goodnough Building.

TUESDAY.

Bartenders' League, No. 399, 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. 118—First Tuesday evening, 162 Second street. Bookbinders No. 90—Third Tuesday, Room 200, Drew Building, E. J. Sonnenburg, box 3, Woodlawn. Carpenters—Every Tuesday night at 8 o'clock, hall 302 Drew Bldg., 162 Second. Coals and Waters—1st, 3rd and 4th Tuesday at 8:30 P. M., and 2d Tuesday at 2:30 P. M., in Cooks and Waiters' hall, 123 1/2 Fifth street. Locomotive Engineers—First and third Tuesday at 11 a. m., Drew Hall. Mens' League, No. 17, M. Leach, secretary, 164 1/2 Alder street, meets every Tuesday afternoon at same place, Room 106, at 1 o'clock. Sheet Metal Workers—First and third Tuesday, Drew Hall, Ira S. Hill, 1169 E. Main. Stationary Firemen Local No. 118—Meet every Second and Fourth Tuesday in the month, Drew Hall 300, Sec. Otto Leach, 312 Twenty-third. Teamdrivers' Union, Local 162—Every Tuesday night, Union Hall, Second and Stark. P. C. O'Meara, 553 Jefferson St., Secy.

WEDNESDAY.

Allied Printing Trades Council—Second Wednesday evening, 214 Goodnough Building. Bricklayers' Union—Every Wednesday evening, Arion Hall, 123 1/2 Fifth street. Stokers, Box 328. Grainhandlers' Local 263—First and third Wednesday evening at Davis Hall, corner Russell street and Albina avenue, L. L. Ray, 170 Sellwood. Labor Party—Every Wednesday at 8 P. M., in Cooks and Waiters' hall, 123 1/2 Fifth street. Leatherworkers—Every Wednesday evening, 162 Second, third floor, Manley Davis, 214 Union avenue. Messenger Boys' Protective Union—Every Wednesday night, 7:30, Cecil E. Messinger, 844 E. Seventh, N. Painters—Every Wednesday night at 8 o'clock, hall 302 Drew Bldg., 162 Second. Plasterers' Union, No. 321—Every Wednesday evening, Plasterers' Hall, 127 1/2 First. Riggers and Shovelmen, No. 325—First Wednesday evening in month, Hall 300, Alley Building, Henry Arndt, 248 Burnside. Stereotypers and Electrotypers, 48—First Wednesday evening, Room 214, Goodnough Building, Frank Land, Journal. Street Railway Employes—Every Wednesday, Drew Hall. Journeymen Tailors' Union, No. 74—Second and fourth Wednesday, Union Hall, Second and Stark, J. M. Brendroth, Box 122.

THURSDAY.

Barbers—Second and fourth Thursday evening, 162 Second, 174 M. Leach, secretary, 164 1/2 Alder street, Pacific 1601. 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, 123 1/2 Fifth street. Coopers' Union—First and third Thursday evening, Bartenders' Hall, 164 1/2 Alder street. 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. Leather Union—Every Thursday at 8 P. M., in Cooks and Waiters' hall, 123 1/2 Fifth street. Printing Pressmen, Local 45—First Thursday, 127 1/2 First, W. H. Gerden, American Type Foundry Co. Retail Clerks—Second and fourth Thursday, Drew Hall No. 20. Theatrical Employes, Local 28—Second and fourth Thursday, 214 Yamhill, C. M. Campbell, Star Theatre. Wood, Wire and Metal Lathers Union—Every Thursday evening, Lathers' Hall, 214 1/2 First.

FRIDAY.

Carpet Workers, Local 8—Friday evening, 214 Yamhill, C. Brown, 413 Florence. Electrical Workers, No. 217—Friday, Drew Hall, J. L. Crockwell, box 444. 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, 123 1/2 Fifth street. Machinists, Willamette Lodge, No. 65—Friday evening, 162 Second, W. A. Dalsell, 1111 First. Steam Fitters—Every Friday, Drew Hall No. 200. Saturday. Bakery and Confectionery Workers, Local 114—First and third Saturday, 6 o'clock p. m., 228 1/2 Yamhill, A. Dupois, 293 Burnside. Beer Drivers and Bottlers—First and third Saturday, Drew Hall, G. C. Goldenberg, 811 E. 12th. Brewers' Union—Second and fourth Saturday evening, 228 1/2 Yamhill, Arion Hall, Otto Kulka. Bridge and Structural Iron Workers—Saturday evening, 214 Yamhill, at call of president, Hibernian Hall, Second and Stark. Fuel Fitters, 27 N. First. Stationary Engineers—Every Saturday evening at 8 o'clock, in Cooks and Waiters' hall, 123 1/2 Fifth street.

GOVERNMENT OWNERSHIP WOULD CORRECT THIS EVIL

Prof. Adams, the statistician of the Interstate Commerce Commission, has been investigating the cost of the transportation of mails by the railroads and comparing it with the express business. He finds that the government pays the roads \$31.75 for carrying a ton of mail matter from New York to Buffalo, whereas the roads charge the express companies but \$12.50 for transporting a ton of merchandise between the same two points. It further appears that a railway mail car costs \$6000, and the government pays for their's at an annual rental of \$5447 out of which the roads subtract \$1200

for maintenance and repairs, leaving an net annual profit of \$4247 on an investment of \$6000, and Mr. Taxney, chairman of appropriations, says there are postal cars that have done service 25 years and earned \$106,175 each, though the average life of such cars is only 15 years, with net earnings of more than \$70,000.—Ex.

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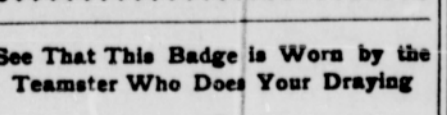
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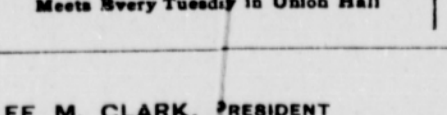
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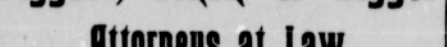
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