

PROCEEDINGS OF COUNCIL

Portland, Ore., Oct. 4, 1907.

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

Minutes of previous meeting read and adopted.

Credentials—Teamdrivers' Union, S. H. Delamater, obligated and seated; Carriage & Wagon Workers, J. Neibert, seated.

Communications—From J. R. Sovereign, relative to the Asiatic coolie exclusion agitation, referred to the committee on same; from J. W. Branin, president Local No. 92 C. T. U. A., pertaining to financial aid for the local strikers, referred to secretary with instructions to communicate with all affiliated locals, bringing the matter to their attention; from the United East Side Push Clubs, asking that a committee be appointed to meet with the committee from the above-mentioned organization for the purpose of defending the rights of the initiative and referendum law, in compliance committee—Fisher, Thayer and Kelly—was appointed; from Structural Building Trades Alliance, regarding Rose Festival, referred to committee on same; from Harry Gurr, tendering his resignation from the board of control of the Labor Press, accepted; from Enterprise Beer Agency, asking the Council to take up the matter in dispute between the Steam Engineers' Union and aforesaid company, laid on table; from the Portland Brewing Co., asking that the Council extend to it the recognition it is entitled to in accordance with a former decision of this body, regarding the labor dispute between the Engineers' Union and said company, was finally disposed of by the adoption of the following amendment to a motion to file, "That the communication be received and the Engineers' Union requested to comply with the decision of this Council at a former meeting and send two engineers to the Portland Brewing Company plant." On request of Brother Richardson, of the Steam Engineers' Union, it was decided to let the whole matter rest until next meeting of this Council, during which interval he—Brother Richardson—felt satisfied the local could effect a settlement of the case satisfactory to all concerned.

Bills—From L. M. Dobyns, for \$10, rent of hall; from Multnomah Printing Company, for printing slips, \$3.25, were ordered paid.

Report of Committees—The report of the committee to look into the industrial school proposition was to the effect that the work of the institution could not conduce to the betterment of organized labor, and suggested that a further committee of three be appointed in this connection. On motion the committee, consisting of Richardson, Kelly and Thayer, was appointed. The committee on Rose Festival reported progress.

Unfinished Business—The amendment to Article XV, as read at a previous meeting, was read the second time and, on motion, was adopted. Said amendment reads as follows:

Amendment, Article XV.

Sec. 2. It shall be obligatory on all delegates to this Council, whose unions are in good standing, to vote, when present, on all questions coming before the Council—failure to comply with this section may be considered as cause for suspension of the delegate or delegates so refusing to vote, and a majority of the delegates present on any such occasion may, by resolution, enforce such suspension; but if sufficient reason be given by the delegate or delegates so refusing to vote to excuse the same from voting, the chair may rule that the privilege of refraining from voting be extended to such delegate or delegates.

Brother Parsons, of the Cigarmakers' Union, discussed the necessity of a revision of the constitution and by-laws, whereupon it was moved, seconded and carried that 8:30 o'clock p. m. Friday, the 11th inst., be appointed as the time for a full discussion of this matter and the appointment of a committee for the purpose mentioned.

The recommendation of the committee to draft letter of introduction for Mr. G. Langford to President Samuel Gompers, that the president and secretary of this Council append their signatures to said letter of introduction and attach the seal of this organization, was on motion adopted.

Receipts—Beerdrivers & Bottlers, \$3; Printing Pressmen, \$3; Steam Engineers, \$3; Blacksmiths, \$3. Total, \$12.

Disbursements, \$13.25.

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

P. McDONALD, Sec.

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Where all Union Help is employed

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FAIR PROGRESS MADE DURING THE PAST MONTH. WITH GOOD FUTURE PROSPECTS.

At the last meeting of the Trades Council most encouraging reports were made by the several delegates present.

Brother Sparks, of the Teamdrivers' Union, said there was hardly anything in their line that they could complain about. They had succeeded in unionizing everything that was worth having for the union, and had secured every reasonable concession from the employers except a sufficiently large increase of wages. But, the brother explained that will come in the very near future by a little persistence and diplomacy.

Brother Henry has resigned from the position of business agent for the Teamsters and Brother Delamater has been elected to fill the place. Doubtless the work will be carried on with unabating success.

Brother Tom Richardson, of the Steam Engineers' Union, reports that within a few days their little difficulties with a couple of the brewery plants will be harmoniously settled and everything will move along without a knock. A little oil and close attention always make the Engineers' affairs run smoothly.

Delegate Ryan, of the Machinists, is a new figure in the Council, but he is composed of the right sort of material, fully alive to every idea of unionism, and active in everything that tends to improve the conditions of labor in any department. His union is growing stronger from week to week, and the working conditions are improving rapidly.

Brother George McIntire, delegate from the Barbers' Union, has been a good and faithful worker in the Council during the past six months. He left Saturday for a trip to his old home away back in Indiana, where he intends spending a short vacation. We wish Brother George a pleasant trip and a sure return to Portland.

LIFE OF A STRIKE-BREAKER.

John Landor, An English Writer, Studies American Product.

For years the American strike breaker has been a good deal of a mystery to me.

I have read in the papers about the operations of John Farley, the chief of the tribe. I have read of how, in a day or two after the declaration of a strike, he is able to put 1,000 or 2,000 men to work in place of the idle employees.

Where does he get his little army? What sort of beings are those who will take the bread out of the mouths of men who are fighting for their rights or for a few cents a day more wages, and of what stuff are they made that they will brave the anger of thousands of jeering strike sympathizers and the contempt of practically a whole city's population?

The professional strike breaker, I found, was a man necessarily of secluded habits and restrained tongue. When there is no trouble in the air he seems to disappear from the face of the earth. When he is engaged in the extra-hazardous task of defeating a labor demonstration he is under close guard and you cannot reach him.

So I decided, if I was to study him with any satisfaction at all, I must seek him in his lair and go with him into battle. Accordingly I went to San Francisco when a great street railroad strike was in progress.

The non-union men were housed in the ear barns and there were watchers at the doors, med to the teeth. I saw that the only thing to do was for me to try to get temporary work with the strike breakers.

My friends tried to dissuade me. They warned me that I might be killed as a spy. But I resolved to take the chance, and after letting my beard grow stubby, I donned a shabby suit of clothes and applied for work.

A stern looking man was in charge of the employment office.

"I would like a job as a conductor?" I said.

"Ever had any experience?"

"Yes."

"Los Angeles."

"All right. Come around tomorrow morning. Your wages will be \$2.50 per ten-hour day, with board and lodging."

On the following morning I took my first car out of the barn at Turk and Fillmore streets. I had no more idea of the work than the man in the moon, but, as I learned afterward, was in no worse predicament than other conductors on their first day out. I had an "experienced conductor" to give me instructions, but he confessed he had been a shoe clerk all his life.

Fortunately for me, however, my motorman was a crackerjack—a real live, professional strike breaker. He had worked as a strike breaker in Chicago and St. Louis. He was called "Black Bill." If he had another name no one seemed to know it.

"It takes some nerve to run these cars," I observed to the motorman, as we passed out of the barn and a bunch of union pickets looked daggers at us.

"Nerve, nothing!" ejaculated "Black Bill." "If these union men had any nerve I'd be getting \$5 or \$6 a day. But they are trying to win without violence, and I'm getting starvation wages. I'm going to fly the town unless there is a little blood shed. This kind of life is too tame for me."

Our first day passed very quietly. Nearly all passengers were business people, or strangers to the city. I thought the day's work would be uneventful, but just at dark, as we ran past a practically deserted corner, a rock the size of a man's head hit the front platform window even with the motorman's head.

The glass cut "Black Bill's" face and fell in shattered atoms at his feet.

"Bill" picked up the big stone from the platform and heaved it back into the street. I expected to hear the motorman curse, but instead he deliberately leaned over the controller with his bleeding face turned in the direction from which the rock had come.

"Whoop 'em up, boys!" he shouted. "A few more of them and my wages is up to five bucks a day."—Ex.

NEARLY THIRTY THOUSAND UNIONS WILL BE ASKED TO AID TELEGRAPHERS.

Leaders of the telegraphers' strike are strongly of the belief that the end of the strike is in sight.

Chief Strategist Russell of the telegraphers said yesterday: "No committee went to Oyster Bay. In spite of what the officials of the telegraph companies may say, a settlement will take place within ten days. I cannot give my reasons, but there is a strong hope that a settlement will take place soon and we are holding back on this edition of our organ 'Fair Play' to see what will happen."

The appeal for financial aid for the telegraphers, sent out by President Samuel Gompers, of the American Federation of Labor, is being sent to 27,500 locals of the American Federation of Labor.

National Deputy President Thomas, of the Commercial Telegraphers' union said:

"It is hard to tell how much money will be brought in by the appeal. If the unions donate on an average of \$20 each, \$550,000 will

be raised, but it is quite probable that twice that amount will be donated.

"We are now spending \$30,000 a week on the strike."

Mr. Russell of the telegraphers said:

"Mahon and Douglas, who appealed to U. S. Labor Commissioner Neill at Washington without the authority from the union will be severely disciplined."

Supt. Brooks of the Eastern division said that they had received no word from Oyster Bay and expected none. They are opposed to any further dealings with the union officials.

DREW THE WRONG LEVER.

This is what the switchman said.

With both hands at his throbbing head:

"I pulled the wrong lever standing here,

And the safety signal stood out clear;

But before I could draw it back again,

In came the fast express and then—

Then came a roar and a crash that shook

This cabin floor, but I would not look

At the wreck, for I knew the dead would peer

With strange dull eyes at the murderer here."

"Drew the wrong lever?" "Yes, I say!

Go, tell my wife, and—take me away!"

That was what the switchman said, With both hands at his throbbing head.

Oh, ye of the twentieth century time, Who hold low dividends as a crime, Listen! So long as twelve hours' strain

Rests like a load of lead on the brain,

With its ringing of bells and its rolling of wheels,

Drawing of levers until one feels The hands grow numb with a nerveless touch,

And the handles shake and slip in the clutch,

So long will you have the switchman say,

"Drew the wrong lever; take me away!"—Popular Mechanics.

ESPECIALLY FOR UNION MEN.

The Portland Carriage & Baggage Co. is always prepared to meet your needs in either the hack service or the baggage transfer line. Don't be indifferent about whom you should patronize in this business. Go to Brown, labor's friend, when you need a team or any of the services he is amply prepared to render.

PATRONIZE THE FAIR.

It is but the duty of all union men to give their trade to the firms treating organized labor with fairness, and to those who are the wage-earner's enemies it could not be expected of us to look with any degree of favor. When you feel that an exhilarating beverage is necessary, don't forget the places—Armory Canteen and Royal Cafe. MINOR LEWIS, Prop.

REMOVED.

The Portland Labor Press has removed its office to Room 4, 167 1/2 First street, Telephone for the present, Pacific 1501. Will be pleased to meet our friends and patrons at the new headquarters.

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