

DIRECTORY of CENTRAL BODIES

CENTRAL LABOR COUNCIL—Meets every Friday, 8 P. M., room 201 Labor Temple. E. H. Grandall, secretary, Labor Temple.

ALLIED PRINTING TRADES COUNCIL—Third Friday evening, 8:30 P. M., First street, George H. Howell, secretary, Oregonian composing room.

BOARD OF BUSINESS AGENTS—Meets Tuesday and Friday at 9 A. M., at Labor Temple.

BUILDING TRADES COUNCIL—Meets 8 P. M., Monday, Labor Temple, 162 1/2 Second street. G. T. Hunt, secretary; B. W. Sleeman, business agent. Office hours, 12 to 1. Telephone, Marshall 765.

BREWERY TRADES SECTION—First Friday, 162 1/2 Second street. O. D. Forte, corner Third and Beach streets, Lents.

DISTRICT COUNCIL OF CARPENTERS—Meets Friday night, 8 P. M., at 230 1/2 Yamhill. Ed J. Stack, president; M. W. Petersen, secretary-treasurer. Hours, 8 A. M. to 4:30 P. M. Telephone Marshall 765. Labor Temple.

LOCAL LABEL TRADES SECTION—Second and fourth Tuesdays, 8 P. M., at 230 1/2 Yamhill. Ed J. Stack, president; M. W. Petersen, secretary-treasurer.

METAL TRADES COUNCIL—First and third Thursday nights, Alisky building. F. B. Raebig, secretary, 327 Sixth street. Main 5784. Headquarters, Room 209 Alisky building, Marshall 1641.

PAINTERS' DISTRICT COUNCIL No. 24—Meets every Thursday at Labor Temple. Bert Bigelow, recording secretary.

WATERFRONT FEDERATION—Second and fourth Tuesdays, 8 P. M., 205 1/2 First St. J. I. Tucker, secretary, 628 Williams avenue.

DIRECTORY of LOCAL UNIONS

AMALGAMATED CARPENTERS No. 821—First and third Wednesday, Labor Temple, Second and Morrison. T. J. Seward, secretary, 203 Twelfth street. Telephone, Marshall 5781.

BARBERS' UNION No. 75—Meets fourth Wednesday at Auditorium, 208 1/2 Third street. T. M. Leabo, Secretary. Main 9139.

BAKERY AND CONFECTIONERY WORKERS No. 114—Meets first and third Saturday in month, at 5 P. M., 230 1/2 Yamhill street. Earl Stout, president Will E. Jenkins, secretary and business agent. Room 8, 230 1/2 Yamhill street. Phone, Main 7610.

BEER DRIVERS AND BOTTLERS—First and third Thursdays, Labor Temple, 162 1/2 Second street. O. D. Forte, secretary. Third and Beach streets, Lents.

BREWERY WORKERS—Second and fourth Saturday evening, 8:30 P. M., 171. Louis Wolf, secretary. P. O. Box 171.

BROTHERHOOD OF RAILWAY TEAMSTERS—Meets first and third Sunday at 1:30 P. M., and second and fourth Saturday at 7:30 P. M., in Social Hall, 224 1/2 Third street, between Jefferson and Columbia streets. L. D. Keyser, Jefferson street depot.

BARTENDERS' LEAGUE No. 539—First and third Sunday, 12 noon. 205 1/2 First. Chas. Grassman, financial secretary, 308 1/2 First. Main 5764.

BINDERY WOMEN No. 113—Meets second Monday evening in Alisky building, Third and Morrison streets. Jessie Henderson, 547 Webster street, Woodlawn 1418, recording secretary; Marye Harrington, 554 E. Morrison street, Tabor 5576, financial secretary.

BLACKSMITHS AND HELPERS—Second and fourth Thursdays, Hall 800, Alisky building, Third and Morrison. E. E. Nelson, corresponding secretary, 656 Powell. James A. Grana, president, 917 Belmont.

BOILERMAKERS—Second and fourth Thursdays. Joe Reed, business agent, 209 Alisky building. Marshall 1641. F. E. Diabrow, secretary, 810 East Eleventh street.

BOOKBINDERS No. 90—Third Tuesday, Labor Temple. Chas. Adwen, P. O. Box 147.

BRICKLAYERS—Meets every Tuesday, 8 P. M., at 205 1/2 First street. J. A. Steinbach, secretary. Box 328, City.

BRIDGE AND STRUCTURAL IRON WORKERS—Tuesday, 8 P. M., Labor Temple, third floor. Ben Osborne, business agent. Telephone Marshall 765.

BROTHERHOOD OF RAILWAY CARMEN OF AMERICA PORTLAND LODGE No. 248—Every second and fourth Tuesday, Carpenters' Hall, East Pine and Grand avenue. Hugh McNamee, recording secretary, 1011 Northwick street.

BUILDING LABORERS—Tuesday night, Second and Morrison Streets. E. Hall, business agent, Labor Temple, telephone Marshall 765.

CARPENTERS No. 50—Meets every Tuesday, Carpenters' Hall, 50 Grand avenue. Stephen Clark, secretary, 97 Morris street.

CARPENTERS No. 508—Meets every Tuesday, 8 P. M., new Labor Temple, second floor, 162 1/2 Second street, hall 201. W. J. Shelly, 1158 Liebe street, recording secretary; J. P. Weatherby, 865 E. Sherman, financial secretary and treasurer.

CARPENTERS' LOCAL No. 1266—Meets every Wednesday, 8 P. M., at W. L. Hall, Thirteenth street and Lexington avenue, Sellwood. C. D. Williams, recording secretary, 620 Harney street; E. L. Finn, business agent, 407 1/2 Bidwell avenue.

CARPET AND SHADE WORKERS LOCAL No. 2—Meets first and third Fridays at 230 1/2 Yamhill. C. S. Kenney, 906 East Yamhill.

CEMENT FINISHERS AND HELPERS, LOCAL No. 119—Every Wednesday 8 P. M., Labor Temple, 162 1/2 Second street. W. T. Orr, business agent, Marshall 765.

CIGARMAKERS—First Friday each month, Labor Temple. E. J. Stack, secretary, Labor Temple.

COOKS' UNION No. 576—Meets every Monday evening at 12:30 P. M., Second street. J. H. Crain, secretary and business agent. Phone Main 1623.

COOPERS' UNION No. 1—Math. Schon, secretary, 8015 Fifth street, S. E.

ELEVATOR CONSTRUCTORS—Second and fourth Fridays, 8 P. M., Labor Temple, 162 1/2 Second street. W. O. Ash, president. Lents; R. V. Clark, secretary, 928 East Eleventh street north.

GARMENT WORKERS—First and third Thursday evenings, Carpenters' Hall, East Pine and Grand avenue. T. LaFollette, recording secretary, 367 East Fifty-fourth street.

GRAINHANDLERS—First and third Tuesdays, Dania Hall, Russell and Kirby streets. J. I. Tucker, business agent. Headquarters 499 Albina avenue. C. 2356 1/2. Swanson, secretary, 568 Albina avenue.

HOISTING AND PORTABLE ENGINEERS, LOCAL 379—Meets Saturday night, Bartenders' Hall, 205 1/2 First street. Frank E. Poulsen, business agent. Office hours, 8 to 9 A. M. Chas. A. Purcell, recording secretary.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN AND HELPERS, LOCAL No. 162—Every Thursday at Musician's Hall, 131 1/2 Second street. M. E. Nolan, recording secretary, 7512 Sixty-fourth avenue, S. E.

IRON MOULDERS—First and third Wednesdays, Bartenders' Hall, 205 1/2 First street. C. F. Smith, 838 Colonial avenue, Overlook.

LATHERS' UNION No. 54—Meets Wednesday evening, Labor Temple, 160 1/2 Second street. T. W. Hunt, secretary, 160 1/2 Second. Telephone Marshall 765.

JOHNSON'S HORSESHOERS No. 41—Meets at 205 1/2 First street, first Tuesday. J. McLean, secretary.

LOCOMOTIVE FIREMEN AND ENGINEERS, J. B. MAYNARD No. 193—Friday evening, 7:30 P. M., Alisky Hall P. J. Brady, secretary, 219 Monroe.

LONGSHOREMEN, LOCAL 5—First and third Thursdays, 8 P. M., Robert Orr, business agent, 272 Glisan. Main 6204. A 7749.

LON REMEN LOCAL No. 8—Meets first and third Wednesday evening, 160 1/2 Second street. E. A. Schneider, business agent; S. McLaughlin, secretary. Headquarters 248 Flanders; telephone A 2660, Main 2061.



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Europeans Tire of Radical Socialism

From Europe comes the word that Socialism has grown tame. The time is coming when it will cease its intransigent opposition to creative politics, will form cabinets quite like other parties, go to court and cheer king and emperors. That is the reflection made on the death of August Bebel, the greatest of Socialist stalwarts and the main bulwark of the intransigent section, which does nothing but oppose.

The transition from opposition to positive work has been visible to observers for 10 years past; it has taken shape in South Germany, has been accomplished in France, and in the smaller states of Northern Europe is an accomplished fact.

One of August Bebel's last remarks was an admission of this. His remark was that of the 4,600,000 professing German Socialists who voted at the general election of 1912, probably only 2,000,000 were stalwarts. Forces so great could be recruited only on the assumption that they are to do something, and the doctrine of the stalwart German Socialists is that nothing is to be done and that it is enough to let the enemy make mistakes and to point them out.

But even the Bebelites saw that as Socialism swelled its ranks it became everywhere more inclined for practical politics and participation in government.

France, though the most essentially capitalistic state in Europe, has had Socialist ministers like Millerand, Briand and Viviani, and saw the spectacle of the arch-Socialist Briand warring as fiercely with railway strikers as any Prussian police minister.

In Italy half the Socialists reconciled themselves with the Tripoli raid, and the fiery Socialist Bissolati was seen shaking King Victor Emmanuel's hand and getting the offer of a portfolio. In Bavaria and Baden the Socialists have broken the party rule against voting for budgets.

Bebel began to see that what happened in France would happen elsewhere. And during the last weeks the domestic history of Holland and Denmark shows the same thing. In both countries the sovereigns have been willing and even anxious to take Socialists as ministers of state; in both countries the most prominent Socialists have tried to accept the offer and have been willing to carry on the national government in the old, hated "bourgeois" way, maintaining armies and police and reconciling themselves with the capitalistic constitution of society. In both countries the project to make Socialist ministers has been temporarily checked by small majorities which hang to the old system of unqualified opposition.

The opposition in the Socialist ranks to offers to make Socialists ministers and otherwise to entrust them with

power, comes from a source older than modern Socialism. Outside England and France all European "left," or ultra-progressive parties, have always shirked office. Their theory has been that "left" parties exist in order to expose and to make odious reactionary governments, but that the "left" parties need not necessarily be ready to supply alternative governments.

This tradition is one cause of the weakness of German Liberalism. Fifty years ago, when Prussian Liberals had a majority in the Diet, they rejected with ridicule the suggestion that they might themselves supply ministers. Later, in the present Emperor's reign, this was repeated. When the Reichstag Radicals rejected an army bill, Wilhelm II was willing that the "Freisinn" leader, Richter, should become a minister. This was a strong concession to parliamentarism, as the Kaiser has the unqualified right to name and dismiss ministers. Richter and his Radicals were unwilling and thereby parliamentary government in Germany lost its first and only chance of becoming a fact.

Outside France, Socialists, as a rule, have not had a chance to become ministers, but now that they are getting the chance they cannot shake off the old radical tradition that a "left" party exists to oppose and to make trouble, but not to create. The Dutch Socialists have this month illustrated this and at the same time proved that such intransigence is slowly passing and that Socialism in Holland is becoming tiresomely tame.

The majority at the Socialist congress which forbade members to become ministers numbered 375 as against a 320 minority which wanted the Socialist leaders to enter the cabinet. This shows a remarkable change of opinion. A few years ago in Holland there were practically no Socialists at all who would listen to the suggestion that the party should play a role in practical politics.

The issue was raised by a general election. Before the election the Catholics and various shades of orthodox Calvinists, which taken together were called the "believers," had 59 Deputies in the Chamber, as against 41 "unbelievers," that is Socialists and Democrats. The election reversed this. The "believers" returned with 45 seats, the Liberals and Democrats with 37, and the Socialists, who had only seven members in the old chamber, with 18. This "left" victory was the fruit of united electoral tactics.

Japanese Public Debt.

Japan annually pays \$70,877,000 interest on its public debt.

Land in Orange Free State.

There are 1,800,000 acres of land under cultivation in Orange Free State.

Rules for Pioneer Railroaders

A most interesting exhibit of the early days of railroading in this country has been found by the Railroad Age Gazette. It is a schedule for passenger trains and rules for the conduct of engines and conductors on the Western Atlantic, which was at the time and still is, owned by the State of Georgia. The time table is dated March 1, 1852, and was issued by William M. Wadley, superintendent, father of George D. Wadley, the latter for many years manager of the Central Railroad of Georgia.

The schedule shows a picture of an engine and cars at the top. Under it, the numbers and names of the stations, the times for arrival, the times for departure, and the time taken to run between stations, as well as remarks about passing sidetracked freights, are all carefully tabulated.

In the rules for engines and conductors are many which seem quaint in this age of colossal railroading. Of course the road had only one track, and Rule 14 for passenger conductors shows that there must have been some dispute when trains met, as to which train had the right to keep on its way uninterrupted. This rule says: "As a general rule, when trains meet between stations, the train nearest the turnout will run back. Any dispute as to which train is to retire is to be determined at once by the conductors, without interference on the part of the engines. This rule is required to be varied in favor of the heaviest-loaded engine or worst grades, if they meet near the center."

Rule 7 gives the conductor directions for reporting on the number of passengers who are paying, and the number of ministers of the gospel who were to be charged half price when on business connected with their calling. The same rule indicated that the Governor of the state and the general superintendent of the road were the only individuals who had a right to give passes.

The conductor was ordered to inspect the running gear of his train at every station, and in Rule 13 was admonished never to leave Atlanta or Chattanooga without the mail or without first sending to the postoffice after it. Rule 17 says that a train stopping at any station at night must invariably be run on the turnout, so as to leave the main track clear and that strict watch had to be kept in all cases where a train stopped at night.

In the regulations for passenger engine men there are a number which seem almost humorous in this period of railroad management. For instance, the engineman was instructed that if

his train killed any stock and threw the cow or cows in such a position as to endanger the safety of the next train, he was to stop his train and see that the track was cleared.

Passenger trains were not to exceed the speed of their schedule except when behind time, in which case the speed might be increased three miles an hour generally. In passing turnouts (the turnout evidently was the switching track) the speed had to be diminished to six miles an hour.

Rule 6 might be put in force today with good effect and to the delight of a much-jolted traveling public. It reads:

"In connecting and in starting with his train, the engineman will be exceedingly careful in the management of the throttle, so that the cars may not be injured or the passengers annoyed by the sudden violence of the start."

This paragraph is found at the end of the regulations for enginemen:

"For any violation of the above rules, for running off at turnouts, for killing of stock by daylight, and for all other irregularities the general superintendent will impose such fines as he deems just and called for by the nature of the offense."

The freight trains took two days to make the 137 miles between Atlanta and Chattanooga. The stops at the stations varied from 10 to 60 minutes. One of the rules for freight conductors about keeping a certain distance from the trains ahead of him and behind him, shows that there must have been a delightful uncertainty about the provisions for changing meeting points in case trains were delayed. It is evident that there was no telegraph communication along the line, although this was eight years after Morse had demonstrated that he could send messages over the wire from Washington to Baltimore. Several months before Charles Minnot also had made use of the telegraph in ordering the operation of trains on the Erie.

A Chance for Great Work.

Will the Ohio genius who took the odor out of the onion now kindly turn his giant intellect to the subject of moth-balls?—Boston Transcript.

Wuff!

The barber has a little pride, Though he's a careless mutt; For after he has cut your hide, He tries to hide your cut.

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