

TRUSTS AND IMPERIALISM

By H. Gaylord Wilshire, "The Millionaire Socialist."

significant change in public opinion regarding the trust issue has occurred in the last few years.

do not propose to devote any great attention this evening to a demonstration of this inevitability of the trust, regard such a task as practically effulgent.

neither am I attempting a glittering paradox by first asserting the inevitability of the trust and in the next breath its impossibility.

the stream of wealth flowing into the coffers of the rich is itself again divided into two streams, one of which goes to satisfy what they are pleased to regard as their necessities of existence, a wonderful conglomerate of beefsteaks, truffles, champagne, private cars and steam yachts, golf balls, picture galleries, food and clothing for their servants, etc., all classified under the general head of consumables and denominated by the general term of "spent" money.

the other stream of wealth flowing to the rich is what is termed "saved" money, and goes into the building of new machinery of production, new railroads, canals, iron furnaces, mills, etc.

notwithstanding that the prodigality of the American rich in unbounded luxury is the wonder of the ages, all the percentage of the very rich is so small (three one-hundredth of one per cent own \$12,000,000,000) that all their efforts in lavish spending have had little effect economically compared with the wealth they have been forced to "save" owing to lack of ingenuity in discovering modes of "spending."

no man cares for two dinners, and when Mr. Rockefeller with his \$40,000,000 a year income "spends" over a thousand per day on his household he finds it probably both pleasanter and easier to "save" the remainder than to lay awake nights devising bizarre ways to "spend" it.

and make water run up hill, Rockefeller persisted in combining and making money instead of following their plan of competing and losing money.

capital, like water, seeks its own level. If the profits in one business are abnormal and if investment is open then fresh capital will flow into that business until the returns are reduced to the normal.

as the late David A. Wells says in his "Recent Economic Changes": "It would seem indeed as if the world during all the years since the inception of civilization has been working upon the line of equipment for industrial effort—venting and perfecting tools and machinery, building work shops and factories and devising instrumentalities for the easy communication of persons and thoughts; that this equipment having at last been made ready, the work of using it has, for the first time in our day and gen-

eration, fairly begun; and also that every community under prior or existing conditions of use and consumption, is becoming saturated, as it were with its results."

There is no country in which the industrial machinery is not only so thoroughly completed, but actually over-completed, if I may coin a word, as in the United States.

As a general law in economics it may be stated that the tendency to combination increases as the number of competitors decreases and the amount of capital for each competing plant increases.

In 1880 there were 1,943 plants with a combined capital of \$62,000,000 manufacturing agricultural implements; in 1890 there were but 910 plants, while the capital invested had more than doubled.

As has been delineated, the volume of production has been constantly rising owing to the development of modern machinery. There were three channels to carry off these products.

Grand Forks News. Grand Forks, B. C., Nov. 1902. Editor A. L. U. Journal, Butte, Mont. Dear Sir: Having been appointed by Bro. Floridan, of Phoenix, on the 11th of March last and had a charter membership of about thirty, very few of whom are residing here now.

Congratulations. Vancouver, B. C., Nov. 23, 1902. Mr. Clarence Smith, Sec. A. L. U., Box 1067, Butte, Montana. My Dear Sir and Bro.: I have just received No. 6 of the American Labor Union Journal, which was forwarded to me at this place from our San Francisco general offices of the United Brotherhood of Railway Employees and I desire to compliment you upon the grand work you are accomplishing with the Journal.

the absence of President O'Keefe. Con is O. K. in the chair, and is always to be found on the right side. Mill and Smeltermen's Union No. 117 will give its third annual ball on the evening of December 11th. It promises to be one of the best ever.

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LABOR IS ENGAGED TO ANOTHER.



Willie Hearst proposes that Trades Unions unite with the Democratic Party Labor replies: "Really, Miss Democracy, this is TOO sudden. Besides, I am already engaged to a fairer maiden—Miss Socialism."

Correspondence

Letter From Tuolumne. Tuolumne, Cal., Nov. 23, 1902. Editor American Labor Union Journal: Our union held a rousing meeting the 21st of this month. We held an open meeting and gave a reception to the Miners' Union and the Carpenters' Union.

the barbers are also organized here now, which makes four unions in this place. We are going to organize a central body, composed of committees from each of these unions. This central body will meet frequently to discuss means of advancing the interests of unionism in this district and to promote harmony.

It is certainly satisfying to us to glance over the election returns and see the large number of Socialist votes cast. It must cause alarm to the capitalist class to see the working men thinking and voting for themselves. HERBERT S. LEVIE, Secretary Sequoia Union No. 274.

ANACONDA NOTES. Anaconda, Mont., Dec. 1, 1902. A staunch union man and Socialist, one of our best workers, G. W. Taylor, is not working at Seattle. Frank Booth, prominent member of Anaconda Carpenters' Union, is also at Seattle.

the local union of Machinists gave a smoker on the evening of the 24th. The best is none too good for the machinists and their friends. The old war horse, Tim O'Keefe, president of the Central Trades and Labor Council, staunch member of Mill and Smeltermen's Union, and a class-conscious Socialist member of the next Montana legislature, came over from Butte on a visit the other day. The most prominent thing about Tim now is the blood-red Socialist button that he wears, and which he is very proud of.

Con McHugh, vice-president of the Central Trades and Labor Council, is filling the office of president during

NEWS FROM WALLACE. Wallace, Idaho, Nov. 27, 1902. Editor A. L. U. Journal: In enclose you herewith official returns of the votes cast in Shoshone county, which shows that the socialists cast an average of 179 votes in this county. The members of Wallace Labor union, No. 150, held a social dance last Monday evening, to which a few outsiders were invited. We had a very enjoyable time. The ladies of the union had the hall decorated with evergreens and pictures, which made it look very inviting. They also served a lunch, which was a credit to them. We have succeeded in getting one of the grocers, J. J. Halpin, to put in a stock of union-made brooms, and we hope all mem-

bers and friends of the union will remember Mr. Halpin when buying brooms. Yours respectfully, F. W. WALTON, Sec. W. L. U., No. 150.

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It had, at first, many difficulties to contend with and considerable opposition from outside parties, and for a time its growth was slow. But I am glad to be able to say that it has lived down the opposition and today we have as members at least seventy-five per cent of the workmen of the town.

We are now trying to reduce the number of Chinese employed in the town, put white laborers in their place, and am glad to say that quite a few of the business men have done this.

The Socialist League is co-operating with the union in establishing a reading room and library, which they hope to have in operation in the course of a couple of weeks.

There is also a movement on foot to build a hall, but more of this anon. JAS. A. HARRIS.

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A Home Product Strictly Union Made CENTENNIAL BEER. All the product of our brewery bears the label of the United Brewery Workmen of the United States. Our employees receive the largest wages, work the least hours and enjoy the best conditions of any brewery workers in the country.

B. E. Calkins STATIONER AND PAPER DEALER. PICTURES AND FRAMES. 21 to 27 North Main Street, Butte, Mont.

All Kinds of LABOR AND SOCIALIST LITERATURE. For Sale by American Labor Union, 173 Pennsylvania Bldg., P. O. Box 1067, Butte, Mont.

BUTTE THEATER ATTRACTIONS This Week. At Sutton's Broadway. Friday and Saturday—"Richard Carvel." Sunday and Monday—"Lost River."

STATE SAVINGS BANK. Cor. Park and Main Streets, BUTTE, MONTANA. A general banking business transacted. Interest paid on deposits. DIRECTORS: John A. Creighton, Samuel V. Kemper, George W. Stapleton, Anthony H. Barrett, Thomas M. Hodgens, Erasmus D. Lovell, James O. Hodgens, Morris S. Larsey.

THE TRUE MEASURE OF LIFE.

We live in deeds, not in years; in thoughts, not breaths; In feelings, not in figures on a dial...

-Bailey.

AMERICAN LABOR UNION CHAT

There is already talk of a 20 per cent increase of freight rates by eastern railroads...

Member of the Executive Board M. E. White has just returned to his home in Leadville...

Denver, Mattress and Bedding Workers' Union No. 208 is still pushing the boycott against George J. Kindel's mattresses...

Better wages are paid to the employees of the Greenwood Garment factory at Helena, Montana...

and sold at the same price as inferior scab goods, should ask for Greenwood's, and insist on being given them...

President McDonald is still at Denver, visiting the unions and otherwise looking after the interests of the A. L. U. His office is in the Granite building...

All locals of the American Labor Union elect officers in December. Immediately after the election lists of new officers must be sent to the secretary-treasurer at headquarters...

THE WORLD OF SOCIALISM

Three wards in Shmokin, Pa., were carried by the Socialists.

In Baer's precinct, in Reading, Pa., the Socialist vote increased 600 per cent.

Two Socialist aldermen were elected at Derby, Conn.

Socialist vote in France has increased from 30,000 in 1885 to 867,000 this year.

M. W. Wilkins, formerly editor of the Class Struggle, of San Francisco has established the California Socialist in that city.

The Laborer is the name of a clear-cut Socialist paper just established at Minneapolis.

The Hagerty-Boyce lecture tour will

commence in Montana about January 10. It will be conducted under the auspices of the Lecture and Propaganda Bureau of Butte local.

Cincinnati Socialists are going to start a weekly paper.

The Socialist party of the United States is voting by referendum on the question of holding a convention early next year for the purpose of settling questions of party tactics.

Comrade Riordan, of Anaconda Mont., wants dates for Hagerty and Boyce, and adds: "We intend to lick the old parties here in the spring, or know the reason why."

EXPLOITATION OF THE WORKERS

BY GEORGE ESTES

(From an address by George Estes, President of the United Brotherhood of Railway Employees, at Vancouver, B. C., November 20.)

In the Daily News-Advertiser of this date appears an editorial, headed "Mechanical Progress and Social Well-Being," in which appears the sentence which heads this letter.

The editorial referred to takes exception to the statements made by me in my lecture of last Tuesday evening in the Labor Temple, of this city. Any cause that will not bear the closest possible inspection under the bright light of investigation is not worth championing...

The editorial assumes that I am opposed to labor-saving machinery and improved devices of all kinds. No such assumption could possibly be drawn from my Tuesday evening's address. I have spoken thrice in Vancouver on the question of labor-saving machinery...

day's labor of the men who work and, therefore, improve the world, but to throw men and women out of employment and decrease thereby the expenses of the great trusts and monopolies, making the rich richer and the poor poorer.

The Daily News-Advertiser says further: "It is the old cry revived against the introduction of mechanical appliances."

It is no such thing, but on the contrary is an endorsement of labor-saving machines and devices of every kind and an earnest prayer that the speed of their coming may be increased ten-fold; but it is also a note of warning to the men and women who tell that, unless they organize, combine and see to it that for each labor-saving machine which comes into existence the day's work of the employees in that particular shop, manufactory or industry, or what must ultimately take place, of the whole mass of workers, be shortened so that the same number of wage-earners are required after the coming of the machine as before...

The editorial in the Daily News-Advertiser confirms absolutely the above statement.

Speaking of the Westinghouse automatic air-brake, the editorial says: "Now the work is done much more effectively by the engineer with the air-brake, there are fewer brakemen necessary."

Precisely. This is exactly the drift of that portion of my Tuesday's lecture which referred to labor-saving devices. There are fewer brakemen necessary, and so it is in all ave-

nues of endeavor. The size, weight and tractive power of the locomotives are doubled, and they pull twice the trains they did a few years ago, and many engineers and firemen, therefore, are out of employment because of one engine crew now performing the work formerly required by two. Should this be avoided? Certainly not. Let every improved device be brought into existence, but shorten the day's work of the engineers and firemen so that as many will be required as were employed before the coming of the larger locomotives...

One more statement in the Daily News-Advertiser might be noticed with profit:

"Had Mr. Estes continued his investigations a little farther he would have discovered that while the engine power had been lessened by one-half and the crew decreased in a like proportion, the rates of freight earned for the carriage of goods had in many instances been reduced to one-third, one-fourth, or even less than it was under the old conditions."

The statement about the engine power being lessened by one-half is no doubt not what the editor intended to say. He doubtless meant "doubled," instead of lessened, as that is the actual situation, which is well known to all practical railway men, and no unfair advantage will be taken of a mere slip inconsistent with the general trend of the editorial and which is clearly shown by the context to have been unintentional. But the editorial says freight rates have been reduced as a result of improved machinery coming into existence. It should be understood that such a question can only be considered from a broad point of view, the same as labor, capital and improved mechanical devices. The fact that some few rates have been reduced in certain instances does not affect the general question. Merchandise is placed by the railways in various classes for the purpose of determining the rate at which it shall be transported. The rate varies with the different classes, so that the change of a certain article from one class to another operates to change the rate on that particular article.

To illustrate: The first-class rate between two given points is 75 cents per 100 pounds, and the second-class rate is 50 cents per 100 pounds. If a kind of merchandise which has heretofore been designated as second-class is changed in the classification to first-class, the rate on that article is really increased 50 per cent without any change being made in the tariff sheets whatever. This is a matter which is not clearly understood by the uninitiated, and which escapes the attention of the great mass of the general public. It is even possible under this plan to lower a freight rate or tariff sheet and yet collect more actual money from shippers or consignees than before by at the same time proving the articles covered into higher classes while apparently reducing the open rates to the public.

Considering the question from a continental point of view, there are three great freight classifications in use in North America by all the railroads—the official, the western and the southern. The first governs the classification of freight in the district east of Chicago and St. Louis, and north of the Ohio and Potomac rivers. The southern governs the traffic south of the two rivers named and east of the Mississippi. The western applies to the vast territory not covered by the other two and which is, generally speaking, everything west of the Mississippi river. What we are to say of the official classification in a general way applies to all others.

On January 1, 1900, a new official classification was adopted in which appeared 824 changes of rates, of which 818 produced advances and six produced reductions in freight charges. The detail is as follows:

ADVANCES.

Table with 2 columns: Rating and Per Cent. 424 ratings advanced 42.8, 214 ratings advanced 30, 100 ratings advanced 20, 32 ratings advanced 15.3, 17 ratings advanced 14.6, 10 ratings advanced 5.6, 6 ratings advanced 190, 2 ratings advanced 25, 2 ratings advanced 33.3, 1 rating advanced 35.7

REDUCTIONS.

Table with 2 columns: Rating and Per Cent. 3 ratings reduced 30, 13 ratings reduced 14.3

The average advance on the whole 818 articles is 35.3 per cent, an enormous increase.

On March 10, 1900, owing to the tremendous pressure brought to bear

Send us a Club of four paid yearly subscriptions and get Wilshire's Magazine one year FREE.

by the shippers and merchants, certain articles were partially restored to the classes from which they had been taken, which reduced the average advance from 35.5 per cent to 21.2 per cent, which is at present substantially the increase over the charges in effect previous to the year 1900.

If anyone desires to consider these questions further, or more in detail, it will afford me pleasure to treat of them; or, should it be possible to hold a public debate on these matters in this city or any other, I am willing to debate them publicly with anyone, at any place, and at any time in reason, and let the audience judge as to the justice of the cause which I am endeavoring to advance, which I desire all the world to know does not mean that there will be "fewer brakemen necessary," but, on the contrary, through the medium of labor-saving machinery, rightly applied, so that the whole people will receive the benefit instead of the mass continuing as industrial slaves to the already over-rich money kings, trusts and monopolies.

It means a shorter work-day and better pay for the men who labor and create all wealth; more education, happier homes and a better world.

Journal Notes

A long and interesting letter from Brother Edwin B. Weaver of Cincinnati, Ohio, is crowded out of this issue for want of space.

We are very anxious to receive letters from our unions and members giving the labor news for the Journal, but we would request that such letters be made as brief as possible without omitting any items of interest.

When patronizing our advertisers say that you saw their advertisements in the American Labor Union Journal.

Help the Journal and boom the cause of Unionism and Socialism.

Read the letter by President George Estes, of the United Brotherhood of Railway Employees, in this issue, and be convinced that the Journal is doing a wonderful work for unionism, and the American Labor Union in particular. Half a dozen regular salaried organizers could not do the work that the Journal is accomplishing every week. From many parts of America comes the assurance that we are arousing the working people to their industrial and political interests.

A stirring speech was delivered at Brooklyn, N. Y., last week by Brother P. J. Cooney, of Workingmen's Union No. 5, of Butte, in reply to Professor Hillis, who denounced labor unions. Brooklyn papers say that Brother Cooney handled the professor in a masterly manner, and without gloves. Part of Brother Cooney's speech will be printed in next week's Journal.

A Butte union that is not affiliated with the American Labor Union subscribed for eighty copies of the Journal last week, to be sent to each of their members. Next!

The last issue was a big eight-page paper—we considered one of the very best labor Socialist papers printed. Give us 5,000 paid yearly subscribers during December and we will make the eight-page paper permanent after January 1.

PRICE LIST OF SUPPLIES.

Table listing various supplies and their prices: Applications for membership, 100 blank bonds for officers, buttons, cash books, charters, constitutions, envelopes, labels, ledger books, official receipts, proceedings, record books, rituals, transfer cards, warrants, etc.

Table listing various supplies and their prices: Working cards, locally using regular monthly working card, membership due cards, expressage or postage, etc.

CLARENCE SMITH, Secretary-Treasurer, P. O. Box 1067, Butte, Montana.

Read, Think and Vote

Here is a list of the leading Socialist books and pamphlets which will be added to from time to time. Make your selections, send your order and the American Labor Union will send them to you at publishers' prices, which are quoted herewith:

Table listing books in cloth: Capital, Karl Marx, Collectivism and Industrial Evolution, The Last Days of the Ruskin Co-operative Association, etc.

Table listing various books: The Origin of the Family, Socialism and Modern Science, The People's Party, etc.

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Hennessy's Special Discount Sale. Money Good Further Here. The Sale of the Century. Hennessy's. "WHEN LOOKING FOR THE BEST...ask for... PERFECT GRAND MEDAL BRAND WORKMANSHIP UNION MADE. Shirts, Pants and Overalls. Every Garment Bears the Label of the AMERICAN LABOR UNION. Manufactured by BENN GREENHOOD.