

IN THE FIELD OF INDUSTRY.

Carpenters at Tuolumne, Cal., recently organized a union.

Railway clerks have organized a union at New Haven, Conn.

The Southern Pacific will probably give its engineers an increase in pay.

Union Pacific yardmen at Omaha, Neb., have made a demand for an increase of 5 cents an hour.

Molders at Cleveland, O., are on strike. They demand an increase of 10 to 15 per cent.

Switchmen of the Colorado & Southern have been granted an increase, amounting to 11½ per cent.

It has been announced by the painters at Portland, Me., that a nine-hour day will go into effect on January 1.

Striking telephone linemen at New Orleans, La., have lost their strike, the men accepting the terms offered.

Woodworkers at Jonesboro, Ark., are on strike in support of a demand for a 20 per cent increase and a fixed scale.

A movement is on foot to bring the brotherhoods of engineers, conductors, firemen and trainmen into closer working relationship.

Coal chute men at Moberly, Mo., whose business it is to load and unload cars, have struck. They demand an increase in wages.

Street car men at Atlanta, Ga., will on December 1 receive a voluntary increase in wages amounting to an average of nearly 15 per cent.

The new wage contract of the broom-makers in Milwaukee, Wis., has been signed by all of the seven shops in which it was presented.

A suggestion has been indorsed at Boston, Mass., by which the team drivers of the United States and Canada shall be united in one central body.

The American Cabinet company has begun the construction of an industrial village near its big factory, which is located near Tonawanda, N. Y.

Labor at Memphis, Tenn., is very scarce at present, particularly on vessels. Negro helpers on the latter were recently paid as high as \$110 a month.

Retail clerks at Aberdeen, Wash., organized a union some time ago. The first step has been an agitation for early closing, with every prospect of success.

A decision granting all the demands of the strikers has been reached at Chicago, Ill., in the controversy between the rubber workers and Morgan & Wright.

Plasterers at Knoxville and Chattanooga, Tenn., will enforce a demand made some time ago for an eight-hour

day. The demand will likely be acceded to.

At Saratoga, N. Y., the strike of the trolley employes of the Hudson Valley railroad has been brought to a close, the company granting the demands of the strikers.

It is generally believed in railroad circles at San Francisco, Cal., that the question of higher wages for the telegraphers of the Southern Pacific will be amicably settled.

Ore diggers at the Rorer iron mines of the Virginia Iron, Coal and Coke company, near Roanoke, are on strike. The men are making \$1 a day and want a 10 per cent increase.

Glass snappers at the National window glass factory at Montpelier, Ind., have gone out on account of the company taking off the guarantee and putting them on percentage.

The total number employed in the tinplate industries of Great Britain at the present time is about 20,000. A dispute in the trade led to a decline in the mills at work last month.

Cincinnati foundrymen have refused to meet representatives of the core-makers' international union in conference on the question of apprentices involved in the present strike.

Tennessee miners at Whitwell and Tracy City have signed a wage scale for the ensuing year. The coal diggers get no advance, but the day laborers get a uniform advance of 13 per cent.

Dairymen at San Francisco are signing the new wage scale submitted by the milk wagon drivers, which provides for an increase of pay for the drivers from \$55 to \$75 a month.

At Atlanta the ordinance committee of council has adopted a resolution to the effect that no convict labor or materials made by convict labor be used on the public works of Atlanta.

Telegraph operators at Des Moines, Ia., have formed a local union of the international order of commercial telegraphers. This union will embrace all commercial operators in central Iowa.

A general strike of silversmiths is threatened throughout Massachusetts, Connecticut and Rhode Island, as a result of the movement in New York for a nine-hour day.

A general advance of 15 per cent in wages for Belgian window glass workers has been announced. The men had threatened to strike unless given an increase equal to that granted the workers in this country.

Massachusetts and New Hampshire trades unions are instigating a movement for a pooling of orders for the winter's supply of fuel, and, if necessary, to buy coal direct from the operators in order to procure a cheaper rate.

At Topeka, Kas., the Santa Fe railway system has announced an increase of 1 per cent an hour for about one thousand two hundred of their skilled tradesmen in metal work and helpers on the main line between Chicago and Albuquerque, N. M.

The action of the Chicago federation of labor in reinstating Chicago typographical union No. 16, under pressure from President Gompers, terminates a controversy having for its origin a strike of Chicago newspaper pressmen two years ago.

The question of a reduction in wages of boilermakers and iron shipbuilders, shipwrights, ship joiners, laborers and others on the northeast coast of England has not yet been finally decided.

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A general strike is not expected, however.

All the employes of the Begelow boiler works at New Haven, Conn., have refused to work on Fridays. Strange fatalities have occurred recently on successive Fridays which have so impressed the men that they think it is an unlucky workday.

At Topeka, Kas., linemen employed by the Missouri & Kansas Telephone company have struck for higher wages and shorter hours. The men want the length of the day decreased from 10 to 9 hours and an increase in wages from \$2.25 to \$2.50 a day.

The army clothing department employes' union in England is protesting against the low rate of wages paid by the government. The union demands the recognized trade union rates in all classes of work, presumably on the log system of the tailors' union.

About 2,000 miners and others have struck work in the Castleford district of Yorkshire, England, against the reduction of 10 per cent in wages, as assented to by the national federation of miners. The men allege that their wages have been very low.

Patternmakers at Cincinnati, O., will go on a strike unless their demands for a raise in wages and the cutting down of apprentice apportionments are complied with. The demand of the patternmakers' union is for a minimum scale of 37½ cents an hour for a nine-hour day.

Montreal, Can., longshoremen who went out on a strike recently for an increase of wages have all returned to work, the steamship companies having granted their demands for 30 cents an hour for day and 35 cents for night work. The men have been getting 20 cents an hour night or day work.

At Chicago, Ill., all the shopmen on the Wabash lines are out on strike, and the Chicago & Eastern Illinois and Chicago & Alton machinists, blacksmiths and boilermakers are on the verge of a walk-out. They are demanding a minimum wage of 30 cents an hour.

Indianapolis (Ind.) switchmen are receiving 23 and 25 cents an hour for day work, with practically no positive limit of hours, and 24 cents and 26 cents an hour for night work. They will ask for a raise to the basis of the Chicago scale, which is 28 cents and 30 cents an hour for day service and 29 cents and 31 cents an hour for night work—Pittsburg Dispatch.

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