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Union Labor News

Harmony Prevails In Central Labor Union; Ferguson Offers Resignation

Will Be Voted Upon in 30 Days; Walker Says Ferguson Has "Made Good."

(By J. W. Harm, Stereotypers' Union.

WHERE a big row was expected Monday night in the Central Labor union, only harmony prevailed. The outlook is that the fight which has been in progress between certain factions and leaders is about to end.

Expecting an effort would be made, as was rumored on the streets, to unseat him at last night's meeting, president J. E. Ferguson stated at the outset of the meeting that he intended to be fair to all delegates, but that no disorder would be tolerated. He declared that he wanted to harmonize all unions and that he had taken the presidency only with this idea in view, as he thought he could bring it about. He forthwith placed his resignation before the body, to be voted on 30 days hence, and said if the union members wished to accept it then, he was willing to step out; if they did not wish to accept it, he would continue to serve. He said he placed it before them for 30 days in order to give all factions a chance to marshal their forces for the voting and to put everybody on notice.

The meeting was marked in the early stages by sharp discussion over the approval of the minutes of the previous meeting, but they were finally approved.

L. B. Lewis, delegate from the Carpenters' union, resigned as delegate to the Central body.

A resolution was adopted that the charter of the Central Labor union be draped for 30 days in memory of B. H. Kittridge, fraternal delegate from the Building Trades council, who was seated at the last meeting of the Central Labor union, and who died Sunday morning at his home in King's Highday in Grand View. A letter of condolence was ordered sent to the bereaved family.

Henry M. Walker withdrew his appeals against some of president Ferguson's rulings, saying he wished to work for the interest of the local labor movement, since Ferguson seemed to have "made good."

A. B. Webb, the new delegate from the Carpenters' union, who was seated, made a talk for harmony in the central body, and at the conclusion of his talk was met with an outburst of applause.

The meeting was attended by 40 delegates from the various local unions. Adjournment was late and all delegates were jubilant over the success of the meeting.

New delegates who were seated are: G. Muñoz, of the Retail Clerks; Steve Newbury, Railway Carmen; A. R. Webb, Carpenters' union; S. Love, B. Smith and E. D. Skinner, Cooks and Waiters' union; Sam Darr, O. Roggenboch, Plumbers; J. L. Flores, Butchers.

A. R. Webb was elected doorkeeper and Joe Burton was elected sergeant at arms.

President Furgeson also appointed the members on the committee to make arrangements for the State Federation of Labor to be held in El Paso in June, 1914. The members selected are: A. R. Webb, Carpenters' union; J. S. P. Gaffield, Typographical union; A. B. Wilson, Brewery Workers; Victor Lee, barbers and A. M. James, bricklayers.

The Butchers and Meat Cutters' union decided at the last meeting to hold a smoker at the Central Labor hall next Monday night. The entertainment committee is perfecting the plans of entertainment. E. Kessel, C. Schuck and J. L. Flores compose the committee.

The local Barbers' union has received notice from the international union that a referendum vote will be taken by all barbers' locals of America to decide on the question, "If once a member of a barbers' union is one always a member?" The ballots must be returned to headquarters by November 31.

Jess Knox, well known in the union circles of El Paso, and a member of the Knox orchestra and Musicians' union, is critically ill at his home in room 4, Carolina apartments.

B. A. Wilson is proud father of a six pound boy left at his home, 3621 Rivera street, by the stork, October 25. Mr. Wilson is secretary of the Brewery Workers' union.

F. J. Williams has been unable to work for the past four days, owing to a severe attack of rheumatism. He is a member of the Bricklayers' union.

Frank Boggeman, formerly secretary of the local Bricklayers' union, who is now located at San Diego, Cal., writes to local friends that he is now secretary of the San Diego union and that work at the trade is good.

J. J. Watson and Jack Parker, members of the local Bricklayers' union, have transferred to Silver City, N. M., where they have positions with the Mandeville Bros'. Construction company.

Carlos Hurtado, who has been a member of the local Bricklayers union for some time, has transferred to union No. 4 at Kansas City, Mo., where he has a position.

Harry Cooper, bricklayer foreman for John Figuria, is doing the remodeling work on an adobe residence on East San Antonio street.

W. Taylor, foreman, and C. I. Boisherdine have finished the brick work on the new five room bungalow in the 2100 block on East Montana street, built by the Mayfield Realty company. Both men are members of the Bricklayers' union.

F. W. Thomas, a union painter from Buffalo, N. Y., has arrived here to spend a few weeks. He says El Paso is one of the cleanest cities he has visited on his trip.

A. L. Coomes is doing the decorating work in the collector's office at the postoffice. He is a member of the Painters' union and is employed by McKee company.

H. F. Thompson, who recently arrived from Phoenix, Ariz., has taken a position with the Gus Momsen company and is doing shop work. He is a member of the Sheet Metal Workers' union.

Earl James, son of A. M. James, who has arrived here from Detroit, Mich., has taken a position at the Acme Sheet Metal works. He has applied for membership with the local Sheet Metal Workers' union.

G. G. O'Rear is constructing the ventilating system at the Gus Momsen company shops for the new First National bank building. He is a member of the Sheet Metal Workers' union.

John Vickors, who was initiated at the last meeting of Horseshoers' union, has a position with Murphy and Hillin. Leroy Southwell, who was also initiated at the meeting, has a position with Jack O'Rourk.

Lee Alexander, a member of the local Sheet Metal Workers' union, has applied for a transfer card and will leave for Houston, Texas, where he has a position.

T. H. Hilton, former president of the Butchers and Meat Cutters' union, who has been ill at his home for several weeks, is recovering and expects soon to return to his work.

W. J. Manning, a member of the Painters' union and formerly foreman for A. Golding, has gone into the contracting business with Bedford & Kellam.

The Bricklayers' union will hold its regular weekly meeting tonight at the Building Trades' hall. William Fayram, president, will preside. F. J. Williams is secretary.

H. Reese, president of the Plasterers' union, will call the regular weekly session of that body to order tonight at 8 o'clock at the Building Trades' hall. E. S. Taylor is secretary.

The regular weekly meeting of Plumbers' union will be held tonight at the Central Labor hall at 7:30. William Paradice, president, will call the meeting to roder. William Meisel is secretary.

The carpenter work on the new six room bungalow, corner of Diaz and Roosevelt streets, is being done by R. A. Williams, foreman; W. Luttinger, Chas. Dickson, Frank O'Brien, Ed Parks and Jack McGregor. These men are members of Carpenters' union and employed by George Sharpe.

Sam Leroy, foreman; John Vance, Louis Bailey, Charlie Borden, Ralph Taylor and Walter Highsmith are completing the carpenter work on the new home of L. P. McChesney, on East Boulevard. They are employed by the Perry-Kirkpatrick Co., and are members of Carpenters' union.

A. E. Webb, carpenter foreman for the Perry-Kirkpatrick company, expects to begin carpenter work in a few days on a new five room bungalow in the 2100 block on East Boulevard. He is a member of the Carpenters' union.

Many Runs on Western Divison Of E. P. S. W. Up Eor Bids

Change in Class of Engines Between Hachita and Douglas Three Runs Are Open.

RUNS up for bids on the El Paso & Southwestern include the chain gang service on the western division out of Douglas, recently vacated by fireman R. J. Spooner and the Burro mountain service of the western division, also for a fireman, recently vacated by regular fireman C. E. Ream.

On account of the change in the class of engines on the western division between Hachita and Douglas, three runs are open for engineers and firemen.

The company has put on another run in through freight service, between El Paso and Hachita which is open to bids from all enginemen.

The run in the Don Luis yards is up for bids from firemen. It was recently vacated by fireman L. M. Nichols.

Grannie" Davis, regular engineer of the east end yard service of the El Paso & Southwestern system, at El Paso, is laying off for a few weeks to take a vacation, very shortly. Extra engineer J. V. Gill is temporarily holding down the turn. Extra fireman Charlie McKinney is firing for him.

Frank Eschwig, extra engineer of the El Paso & Southwestern, is back on the local extra list, after making a round trip between El Paso and Carrizozo.

On account of a shortage of firemen on the eastern division of the El Paso & Southwestern western division fireman Burchard was borrowed from the west end and used east on through freight between El Paso and Carrizozo, with engineer L. O. King.

Bert Gwin, passenger fireman of the east end of the El Paso & Southwestern, is laying off.

E. Pigler, extra fireman of the El Paso & Southwestern, is back on the local extra list, after having made a round trip in through freight service between El Paso and Carrizozo, with engineer Eschwig.

L. D. Bostick, extra fireman of the El Paso & Southwestern is back on the local slow board, after a round trip between El Paso and Hachita, with engineer Joe Henderson. He was bumped by regular fireman James Highfield.

C. L. Adams, west end engineer for the El Paso & Southwestern, is back on the local slow board, after a round trip between El Paso and Hachita. Extra fireman C. C. Orr fired for him.

C. R. Jones, west end passenger fireman of the El Paso & Southwestern, has been promoted to engineer. Fireman C. L. Sheay caught his passenger run.

Pat Connolly, engineer on the El Paso and Hachita local run of the El Paso & Southwestern is laying off and extra engineer C. R. Jones is filling his place.

R. E. L. Fogle, extra fireman of the El Paso & Southwestern, is making a round trip in through freight service, with engineer W. W. Spaulding.

W. E. Riley, freight fireman of the eastern division of the El Paso & Southwestern, is laying off.

William Burton, reguluar through freight fireman for the Texas & Pacific railroad between El Paso and Toyah, is laying off for a few trips and extra fireman T. A. Johnson is filling his place with engineer J. H. Long.

G. C. Woodard, through freight brakeman for the T. & P. between El Paso and Toyah, is laying off.

J. Berry, regular freight engineer for the T. & P. at El Paso, has reported for duty, after a short layoff. He displaced extra engineer J. H. Long, who goes back on the local extra list.

T. J. Gentry, Texas & Pacific brakeman, is back on the local slow board, after having made several round trips in through freight between El Paso and Toyah on conductor O. S. Lower's car. He was bumped by regular brakeman L. L. Parker.

A. L. Johnson, extra brakeman for the T. & P., is making a few round trips on through freight between El Paso and Toyah on conducutor G .P. Butts's car.

A. D. Martine, engine foreman in local yard service of the T. & P., is laying off. Extra brakeman W. A. Kidd is filling the vacancy, with extra engine foreman "Dad" Morris.

J. Thompson, regular day herder in the El Paso yard of the Texas & Pacific, is laying off and regular switchman C. R. Witherspoon is in his place.

A. M. Harrison, extra fireman for the T. & P., is making a few trips on through freight between El Paso and Toyah with engineer C. G. Morris.

A. M. Horn, fireman for the T. & P., is firing for engineer William Schindler on freight between El Paso and Toyah. He displaced fireman A. P. Moore, who goes back on the El Paso extra list.

J. D. Sharpe, extra fireman for the T. & P., is back on the local slow board, after making several round trips on through freight between El Paso and Toyah. He was displaced by regular fireman J. O. Crowe, who has reported for duty, after a short layoff.

Thomas O'Riley, regular passenger conducutor on the mountain branch of the El Paso & Southwestern out of Alamogordo, has reported for duty, after a 30 days' vacation spent in California. Extra conductor John Tweedle was displaced by conductor O'Riley and is now braking for O'Riley. Extra brakeman Lindsley goes back on the extra list.

The storeroom of the El Paso & Southwestern at Alamogordo, which was recently partially destroyed by fire, has been repaired and remodeled.

C. R. Morrill, assistant superintendent of the G. H. & S. A. at El Paso, is making a test trip on a motor car between El Paso and Del Rio.

L. Nolan, operator on the G. H., has been transferred to El Paso to work in the local relay office.

Frank C. Belt, agent for the G. H. at Fabens, Texas, has returned to his station, after a trip to El Paso. I. D. Ribbs, a third trick operator, accompanied Mr. Belt.

R. S. Dixon, an operator in the employ of the G. H. at Marfa, Texas, has left the service and his position was given to E. A. Joyce.

Tom Patton, regular passenger fireman on the eastern division of the Southwestern, has been promoted to engineer. He was placed in the El Paso yard and is running the night "goat." R. Hamilton is firing for him.

T. G. Richmond, G. H. regular switchman, has reported for duty, after a short layoff.

R. Harris, switchman for the G. H., is laying off on account of illness.

T. M. George, in the El Paso yard service of the G. H., has reported for duty.

W. Chenault, helper on the G. H. coach engine, has reported for duty, after a short illness.

W. B. Hamlin, regular switchman in the El Paso yard service of the G. H., is laying off sick. Extra switchman B. I. Slater is filling his place.

L. O. King, extra engineer on the eastern division of the Southwestern, is making a round trip on through freight between El Paso and Carrizozo. He is on engineer F. P. Rempe's run, who is laying off.

CANAL CUTS AND SLASHES DISTANCE

Secretary Daniels Says Will Greatly Increase Navy's Efficiency; Will Not Necessarily Increase Army.

Mobile, Ala., Oct. 28.—Conceding the vast benefits that will accrue to commerce through the opening of the Panama canal, secretary Daniels, before the Southern Commercial congress, said that the opening would not double the efficiency of the navy. He denied claims that the increased mobility of the fleets would add so much to the sea power of the United States. He acknowledged, however, that such mobility would render the navy more efficient.

"In the campaign to induce the American public to pay the millions to construct a Isthmian canal," said the secretary, "one of the strongest arguments for expenditure was that such a canal would double the efficiency in the army and make the United States the dictator of the western hemisphere and the mistress of the seas.

"Now that the canal is nearing completion and the day is near at hand when ships will sail from San Francisco to the Caribbean in about 240 hours, as against 1824 hours it took the Oregon to sail around Cape Horn, we are told that the building of the canal demands twice as large a navy as formerly and that control of the canal demands a large standing army on the Isthmus."

Secretary Daniels referred to the declaration of count Maurice de Perigny, a celebrated French explorer, that "this gigantic and remarkable work of the United States is insufficiently protected in a military sense." The Frenchman calculated that 25,000 men would barely be sufficient to guard the waterway.

Truth Between Extravagant Assertions.

"But, in these statements," secretary Daniels continued, "as in almost all other things, the truth lies between two extravagant assertion. The canal would not double the effectiveness of our navy, but it will greatly increase its ability to defend every part of the coast on the Pacific as well as on the Atlantic. It will not multiply the numbers of the army. It will make necessary fortifications and troops, but it need not be nearly so expensive or require half so many troops as the distinguished Frenchman predicts.

"No great achievement comes without sacrifice and cost, but the benefits to be derived will be worth the moderate cost its protection and operation will require in all the years to come, and with the expansion of trade the benefits will increase an hundredfold, whereas the expense will remain practically stationary.

Cuts and Slashes Distance.

"The Panama canal is a mammoth carving knife that cuts and slashes distances in a record breaking way. And cutting and slashing the distance between New York and San Francisco means to revolutionize naval, as well as commercial conditions. The military significance of the canal, of course, is that it enables the quick movement of a fleet from either ocean to the other in time of war.

"It will be the most vital chord in that system of transference by which the navy of the United States can come quickly to the support of the coasts.

"With the protection of the canal secured, not merely as to tenure, but with guns sufficient and deployment in the sea in either end, invasion would not be attempted, for it could lead to no adequate results. Without the canal it would require a fleet four months to round the Horn to the upper coast, while by the canal it would take less than two months."

Oregon's Cruise Helped Build Canal.

Referring to the Spanish war, the secretary lauded the Oregon's trip in record breaking around the Horn, declaring the cruise helped powerfully to build the canal.

"A few months hence," he added, "the navy—the chief cause which led to the construction of the canal—will sail proudly through the majestic waterway from the Atlantic to the Pacific. Headed by the Oregon, the imposing fleet will teach to all the world the fact that the navy of the republic, long anchored in one ocean, has hoisted anchor and is equally at home on the Atlantic and the Pacific, the protector and defender of American honor and American interests.

"If it be given to those who have gone before to look out of the windows of the skies and find happiness in the doings of this world, the heart of John T. Morgan will thrill as he sees the realization of a dream that took him out of lowlands of thought and gave him the vision that comes only to those who live upon the mountain tops of public duty and of private thinking, where they are given the power to prophesy and dream dreams."

THAW IS GRANTED A FURTHER DELAY

Crowd at Hearing Makes Demonstration Approving Statement That Thaw Has Been Punished Sufficiently.

Rochester, N. H., Oct. 28.—Governor Felker, after hearing both sides, granted the request of Harry K. Thaw for a further continuance in the extradition proceedings, setting November 4 as the final date of which his attorneys may file a supplementary brief bearing on the conspiracy indictment returned against their client by the New York county grand jury. A continuance of two weeks had been requested. William Travers Jerome, who opposed the delay, will be allowed two days to answer the new brief.

Probably 2000 persons gathered at the city hall to see Thaw and many crowded into the room where the hearing was held. It was a Thaw crowd and when governor Stone, of Pennsylvania, who appeared for Thaw, declared that the sentiment of the people of New York and New Hampshire was that his client had been punished sufficiently, there was a demonstration of approval so noisy that the governor ordered the room cleared. Officers attempted to carry out the order but the deputies made little headway and the crowd remained.

Personalties were indulged in, and Jerome declared that Thaw's counsel, from Stone down, "wished to keep Thaw in New Hampshire as long as possible, as long even as the Thaw coke ovens continued to burn."

Jerome described Thaw as "a degenerate insane criminal," and said that the Thaw money had attempted to bribe a grand juror and two jurymen at the first trial of Thaw for the murder of Stanford White.

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