

OF THE PEOPLE, FOR THE PEOPLE, BY THE PEOPLE.

"It has got to such a pass lately that any man who expresses fear of the encroachments which concentrated wealth is making upon popular government is at once classed as a firebrand, an "anarchist," a malcontent, setting the poor against the rich. The very fact that this misconception or willful bulldozing exists is reason why some men, who do not envy the rich, should have the courage to express their fears. I see some of my friends have attributed some of my remarks to a castigation of the trusts. They mistake me. I have never spoken of the trusts as such. It is an economic question about which I am myself not wholly clear. What I am afraid of and what seems clear to me is the gradual absorption of the powers of government, which enormous wealth closely concentrated is making. I don't care whether it is held and operated under the name of a trust, a syndicate, a corporation, or in the name of the man himself. I fear a repetition of the old experience in all past republics, that the few who hold the bulk of the property will seek to control the people who own little or nothing. I don't envy them their great wealth. I don't want to take it from them, but I do want to restrict the power they wield in political matters. I do want to hold on to the principles of a government of the people, by the people, for the people.—Extract from a letter by Colonel C. E. S. Wood in the Oregonian.

DON'TS FOR STREET-CAR MEN.

John M. Roach, president and general manager Chicago Union Traction Company, who was once a street-car conductor himself, has formulated a series of "don'ts" for employes, which has been widely printed all over the world. Mr. Roach confesses that "it was written in ten minutes." Here are the "don'ts":

Don't forget to be gentlemanly at all times. Remember that deportment is considered in the general standing of an employe, and neatness of person and attire is as much necessary to success in the railroad business as elsewhere.

Don't fail to assist elderly persons and women with children when getting on or off your car.

Don't run by passengers without good reasons for doing so. Remember you are on the street to accommodate the public, and not simply to run a car from one end of the line to the other.

Don't, when a passenger asks for a transfer and is entitled to one, begin to question or display temper, even though he has been offered one before and has refused it. Transfer rules differ in different cities, and strangers to the regulations here should be cared for properly.

Don't forget that chewing tobacco is offensive to many persons, and numerous complaints have been made of careless expectorating by employes while on cars. This lowers you in the estimation of the general public.

Don't sit carelessly on the dashboard or seat. Stay in your proper place when not otherwise engaged.

Don't hold unnecessary conversation with fellow-employes, passengers or others while on duty. When questioned, give the desired information, if you know.

Don't forget that in the railroad business, as well as elsewhere, gentlemanly deportment, neatness of person and good common sense will sooner or later meet with their proper reward. Each day you are on trial before the public. Your work will become easier, and your life more pleasant if you so conduct yourself as to gain the good will of those with whom you come in contact.—The Motorman and Conductor.

Subscribe for the Portland Labor Press.

DAN McALLEN ON HOME INDUSTRY.

Dan McAllen, of the firm of McAllen & McDonnell, always a strong advocate of home industry and unionism, has sent a letter to Chairman McIsaac, of the Manufacturers' Association, calling attention to the fact that a little exploitation of an article of home production results in much good to the people in general and the helping of Portland manufacturers.

The Manufacturers' Association is considering plans for more prominently bringing before the public mind the articles which are manufactured right here in Portland. In his letter to Mr. McIsaac, Mr. McAllen says that his firm has had great success in introducing "Mount Hood" shirts made in our midst by American girls. Much can be done, he says, in interesting people in the matter.

"Not until his firm took hold of the matter and advertised these garments," said he, "were people aware that such an important industry existed right in the heart of the city, furnishing employment to hundreds of girls at better wages than were paid in the East for similar work.

"In the meantime—although some did not care to investigate—these shirts found a market and a ready sale outside of Portland. Made in Oregon, they were honest goods. When their quality had been tested, the market outside called for more, and now these Oregon goods are selling as far East as Denver and Kansas City.

"Now there are hundreds of articles of unquestionable merit, equal in all respects to these shirts—and this is saying a great deal.

"Here is a suggestion I beg to place before the secretary of the Manufacturers' Association: Let a list of articles of Oregon manufacture be prepared and published in a newspaper once a week or once a month.

"The sale of the goods I refer to simply as an instance—is an index to what could be accomplished in other lines of business by co-operation and unity of action. It should apply to every article of home production, whether we smoke it, wear it, eat it or use it in any form.

"A persistent demand for home-made goods—if you stop to think about it—means both protection and employment for our boys and girls. It should appeal to every honest-minded man and woman.

"An effort should be made to have retailers in the different lines of trade handle and introduce Oregon-made goods. In this way you not only furnish employment for more people, but you hold up your industries, secure a good market, stimulate business energy, bring more money into circulation, and make your city a manufacturing center. It should be so. It is within the power of every dealer to do this."

INSOLENT CHINESE.

The following from the Hong Kong Weekly Press is suggestive of the conditions in that country, where the people depend altogether on Chinese help:

"Unfortunately, the servants are now unlicensed; and, in consequence, play fast and loose with the many immediate advantages this fact gives them. Native domestics were never so troublesome and unsatisfactory as at the present moment. The servant question is as vexed and acute in Hong Kong as it is in London. The convenience of these menials has to be considered to such an extent nowadays that it is becoming a serious question in many households of doing with a smaller number of them. They are insolent and supercilious. If the slightest objection is made to their mode of work, they at once threaten to leave at the end of the month, and in some cases will go away at a moment's notice; or, after some disagreeable incident, they will allege a dead grandmother, demand, and in many cases obtain,

wages up to date on condition of supplying a substitute, who is oftener than not bogus, and who, by a judicious smashing of valuable crockery, or by one of the thousand and one methods of torture that such a man has ever ready to hand, will manage to get turned away at the end of the first day. House servants are banded together in hongs or guilds, which no doubt support them in this disreputable work."

These are the cattle that are displacing white help in this country, especially on the Pacific coast.

AN ERA OF UNIONISM.

Trades unions are not dead, by a long shot. The latest reports from various points throughout the United States indicate an increase of 30 per cent in the membership of organizations connected with the American Federation of Labor for the year, something very remarkable, indeed. The reports further show a better state of feeling and a greater degree of earnestness among the workingmen. There have been many little advantages gained, which, in the aggregate, amount to a great deal in the whole territory.

Let us withdraw from the awfulness of the prospect. We should cling to the prudent husbandries. We should scourge the money-changers from the capitol lest the owl chant a requiem from Liberty's tower. Shylock may have his ducats, according to the stipulation, but with picks and hods and the mason's trowel we will fight him to the ditch for the flesh. It is labor's cause, and labor's cause is humanity's and God's. It is a question which addresses itself to the virtuous inherency of mankind, and the toiler's protest, whatever it may be, against the tyrannies of aggregated wealth will find a holy sanction in the love of the Infinite Father.—J. B. Myrick, in Memphis United Labor Journal.

SOMETHING IN A NAME.

W. J. Strong, in the course of an address on "Labor and Capital" at the recent annual banquet of the Life Insurance Writers' Association, said: "The mistake the laboring men in this country make is that they do not call their unions associations, that they do not call their walking delegates and their business agents superintendents or general managers. If the labor unions were called associations and their business agents superintendents or general managers, the public would appreciate the position they occupy. There is something about the word association that suggests velvet carpets, mahogany desks, Havana cigars, silk hats and patent leather shoes. But the word labor union suggests to the mind greasy overalls, dirty hands, blackened faces and brogans."

A CALIFORNIA JUDGE'S INSTRUCTION.

Huldah Johnson, a little girl of 3 years, was killed by an electric car of the Market Street Railway Company, San Francisco. The parents sued for damages. On the trial, Judge Daingerfeld gave this instruction to the jury:

"You are to give such damages only as will compensate for being deprived of the money value of the services of the child up to her arrival at the age of 18 years, and you are to take into consideration the cost of her education and maintenance during that period. You are to give no damages for the suffering to the parents, if any, caused by the bereavement, nor for the suffering caused to the child, if any."

The working people of San Francisco won't do a thing to that judge when he comes up for election again.

The sixth month of the textile workers' strike at Jamestown, N. Y., is passing, and the end is not in sight. Committees are out soliciting financial aid to support the strikers, most of whom are women.

The Pianola
WHAT IS IT?

Enquire at

AEOLIAN HALL

353-355 Washington Street

Library Association

Of Portland

Stark Street, Bet. Seventh and Park

26,000 VOLUMES
250 PERIODICALS

All Popular and Standard Magazines Circulate as Books

Hours—9:00 A. M. to 9:00 P. M. except Sundays and Holidays

\$5.00 Per Year \$1.50 Per Quarter

Students Special Membership \$1.00 Per Year

THEATRICALS

are now in order and if you intend giving a show this season and want to see a grand list of secret and fraternal society plays, domestic dramas, merry minstrels, temperance tragedies, trite tableaux, pert pantomimes, original operas, diverting dialogues, mimic monologues, etc., etc., send your name on a postal card (mentioning this paper) and same will be sent without delay. Address The Pettibone Bros. Mfg. Co., Cincinnati.



PRINTING and BOOKBINDING

Largest and best equipped house in the Northwest. Every description of Printing and Special Blank Books to order. Get our prices. Telephone 312.

THE IRWIN-HODSON COMPANY
212-214 First Street

Fritz' Bicycle Machine Shop

"The Best in the City"

Sixth and Washington Streets

Opposite Merrill's

Oregon Phone, Clay 583 Columbia Phone, 46
Res. Phone, Columbia 487

Don't Wear Baggy Trousers or shabby Clothes. We call for, Sponge, Press and Deliver one suit of your clothing each week, sew on buttons and sew up rips for \$1 a month.

UNIQUE TAILORING COMPANY

347 Washington Street
Both Phones Opposite Cordray's
Special attention given to transients

ST. PAUL HOUSE

HARRY SCHOOF, Propr.

Lodging by the Day, Week or Month

Choice Wines, Liquors and Cigars
Headquarters for Weinhard's Beer

24, 24½, 26 NORTH THIRD ST.
Portland, Ore.

If Your Ad

Is not seen in the Portland Labor Press the public will think you are out of business.

August 10, 1900.

This is to certify that we endorse the PORTLAND LABOR PRESS and adopt it as our official paper.

PORTLAND FEDERATED
TRADES ASSEMBLY,

(Signed and Sealed) J. A. BUSHMAN,
President.
A. A. BAILEY,
Secretary.