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PORTLAND'S DISGRACE.

The collapse of the Second-street bridge across Marquam Gulch last Monday afternoon has opened a chapter of neglect and shiftlessness on the part of the city government for the past 10 or 15 years that is absolutely appalling. That bridges over high and dangerous places should be permitted to stand until they literally rot and fall from their own decay is a sad commentary upon the agents selected, by the people to conduct their business upon judicious and economic lines. No one will undertake to say that the business interests of our city is subserved fairly by permitting the thoroughfares leading into our municipality to become inoperative by obstructions and decayed crossings.

The Oregonian reports at least 24 bridges and bridged streets, amounting to 15,350 linear feet, condemned by City Engineer Elliott since he has taken his office.

Portland has simply gambled and grafted while her streets went into disgrace and her bridges rotted down.

For the past 10 years enough money appropriated for public improvement has been irregularly spent to have substantially paved every principal street in the city and span every gulch on every road leading into the city with iron bridges. But one bridge remains to the south of Portland uncondemned. This is the street railway bridge, and it is a long distance around for many residents in South Portland.

Nearly the whole of East Portland on the water front is unsafe and condemned to travel. A bridge on Larabee, 400 feet long and 40 feet high, has been condemned, but the people are forced to use it. The street-cars run to the bridge from each side and passengers are transferred from car to car. Hundreds of people cross the bridge in an hour, and more than 2000 each day. The people are forced to risk their lives every moment they are going to and fro outside of the business center of the city. Such wholesale, wanton negligence is criminal in the extreme, and the responsibility deserves to be shifted to the shoulders of those who have posed as the people's agents. There is no defense to be made for such a condition of affairs.

Here Portland aspires to become the metropolis of the Northwest, but there is not a city or town of 30,000 people north of the California line but that supports better streets and better bridges leading into their city than does Portland, with a population of over 100,000.

It is a disgrace, and Portland will lose more in one year in the loss of business and immigration than would take to build her bridges and pave her streets. It is surprising that the various business and improvement associations have not been alive to this fact long ere this. True, it means taxation, but it is far cheaper to do a thing when it needs to be done, and do it well. The dominant spirit among the property-holders of this community to shift the burden of taxation upon some one else is responsible, in a large measure, for our lack of improvements, and, coupled with the grafting tendency that seems to have become an essential factor in the operation of our city affairs, the city has been allowed to go to rack and ruin.

Portland already has the name of being a "mossback" city. The condition of its streets and thoroughfares confirm it. This is far from being as it should.

A man's business ability and reliability are judged according to the improvements on his farm, factory, store or home. If a farmer's fences are down, houses rickety, and stock ill-fed, he deserves the name of being shiftless. A city cannot expect to be exempt from equal responsibility. And, according to its importance, it is just that many times more essential that the city be made the principal agent of commercial enterprise.

There is not another city in the Northwest that is surrounded with greater possibilities and resources to make it great than Portland. Yet the people will resent the accusation and implication that they are shiftless and behind the times, and the next moment they fall asleep.

There is a remedy. All it needs is a united effort to bring about the desired change. Let every property-owner pay his or her proportionate amount of tax as provided in law, and elect men to office who will enforce it. Cut off every avenue for a graft and compel your agents to be honest. Provide an improvement fund and use it before some combination evolves an unholy scheme to absorb it.

This talk that there is no means for remedy is all nonsense. Get in and have the will—a way will follow. The trouble is there has been too much politics in this city and state for the ringleaders, and not enough substantial legislation for the commonwealth. The bridges have rotted and burned while the party boosters have fiddled and fattened. A little revolution is needed in this community, and it should begin right now.

THE ELECTION.

The unofficial returns of the election in the various states teem with Republican victory, excepting in members of Congress. It appears that the Democrats have made some gains on members. There is nothing of National importance particularly favorable to organized labor, except in California. From the returns, Livernash defeated Kahn in the Fourth District, and Wynn was elected over Loud in the Fourth. Livernash and Wynn were Union Labor candidates, who were endorsed by the Democratic party. Kahn was defeated because he professed to champion a Chinese exclusion act, but, in fact, gave the measure no active assistance. He assumed one thing and really did the other. Loud's attitude towards the assistance required of him by the Letter-Carriers' Association also caused him the loss of re-election. Both Kahn and Loud earned the censure of organized labor, and it was their votes that defeated them. In the Governorship, Lane was really more acceptable to organized labor than Pardee, and had union men throughout the state been as alive to the situation as those of San Francisco, Lane would easily have secured a victory. However, the issue on the executive did not enter the contest so keenly as the fight in the Fourth and Fifth districts, so far as organized labor was concerned.

Livernash and Wynn are strong labor unionists, are bright and aggressive men, and will be strong allies to the force in Congress in favor of the eight-hour bill and labor measures.

In Montana the labor unions usually take a hand in the political issues. Senator Clark's party was defeated by a combination of Republicans and Heinze's following. Clark is an aristocrat, and as corrupt as Satan. Heinze is better liked by the working classes, and it is assumed that labor will fare better at the hands of the Heinze element than the other.

It will be some time before full returns are in, and it is possible that organized labor has secured more advantage in the East, where labor tickets were launched in a number of cities and counties.

Union labor of the West can be severely exult over the election of Livernash and Wynn. San Francisco laboring men are further advanced in unionism than the rest of us. We hope some day to turn the same kind of trick. But, just the same, organized labor of Portland can point with pride to three union Legislators in this country, and quite a number of good Legislative friends throughout the state. Verily, the movement is progressing along the highway of righteousness.

The settlement of the difficulties between Balfour, Guthrie & Co. and the Grainhandlers' Union on the Oceanic dock has at last closed a breach that has caused much annoyance to both sides for some time. The discriminating made upon that dock against union men constantly kept the matter fomented. The concession of the union in taking into membership 12 men who have fought the union continuously for a year was considerable. For this the company agrees to conform to the requirements of the union and sign a contract for one year; and so good judgment and cool deliberation has again obtained a victory. No further trouble is anticipated, as the other exporters are friendly to labor organizations, and a number of them advocate doing business with the men through the organization, as they claim that this system is more reliable and better results are secured.

From reports, a certain number of gamblers are enjoying a few quiet games removed from public gaze and direct contact with the police, while the courts continue to grind out a song of travesty on "How to Suppress Gambling" and Cleansing the Town."

See that the union label is on your goods.

It is surely a cinch that the crimps of this city will get justice (?) in the courts when Larry Sullivan's brother-in-law is permitted to select the jury-men. The prospect is indeed refreshing.

HEALTHY GROWTH.

(Continued from Page 1)

to hold while the other is slipping is laughable and ludicrous in the extreme. Finally, through the help of his two stalwart conductors, he reaches the center of gravity and the board slowly tilts with the roller end in the air, and the candidate does the graceful shoot-the-chute act to the other side of the hall. He is next absolved from all his past wrongdoing and the blindfold removed, when he is a full-fledged 32d degree union man, and he does not rest until he finds some one whom he knows and gets his application in the fond anticipation of seeing his best friend do the stunt. As this would indicate, we have some pretty lively boys in that Federal Labor Union, but it is not all fun with them. They understand the serious and earnest side of unionism, as well, and I heartily approved of their thirty-second degree as a harmless fun-maker and diversion. They, I think, would have given me the degree, and I believe it was only the dignity of my office that saved me. When I left on Saturday, their secretary had 18 applications for membership, so they will have lively times at their next meeting.

I can report since I left the organization of the following unions: At La Grande, the Bartenders; Sumpter, the Carpenters, Cooks and Waiters; Federal Labor, and Bartenders' Unions; at Pendleton, the Carpenters and Federal Labor Unions; The Dalles, Painters' Union. In addition to these chapters there are five or six other unions under way. Take it all in all, the trip has been productive of much good, and we can feel safe as to the condition of the labor movement to the east of us.

G. Y. HARRY,

President Oregon State Federation of Labor.

Mr. Harry says that Eastern Oregon is considerably hampered by the poor service given by the Union Pacific Railway. The schedule has simply given way to delayed trains. "There has not been a westbound passenger train on time for months," said Mr. Harry. "About half the time they lose their place, being more than 12 hours late. Nearly all of the engines are in a dilapidated condition, and engineers are rapidly leaving the road, as they will not put their lives and reputation up against the demoralized engines. The agents never know from station to station what time the train will arrive, and passengers stand around the depots for hours watching the bulletin board for the desired information. The United States mail suffers delay, and there is a general kick all along the line. The cause of all this is due to differences that exist between the company and its shophmen, which has existed for some time, and could be easily adjusted if the company would comply with a very reasonable demand made by the men. The company uses every means possible to keep the true condition of its service from the public, but all one needs is to take a trip over the road to have the truth demonstrated.

The daily and weekly press of Eastern Oregon speak very flatteringly of Mr. Harry's campaign in their part of the state, devoting considerable space to him and the cause.

NEW SECRETARY ELECTED.

Mr. George E. Shaver, member of Painters' Union, No. 10, of Portland, received the unanimous vote of the executive council of the State Federation of Labor for secretary, to fill out the unexpired term of Wm. H. Barry, who resigned to enter commercial pursuits.

Mr. Shaver was a delegate from his union to the state labor convention, and proved a very active and useful one, serving on the committee on resolutions, and was nominated for secretary against Brother Barry, receiving a very complimentary vote. While Mr. Shaver is a comparatively new man in the labor movement here, he is an old worker in the cause of organized labor. He was secretary of the Iowa State Federation of Labor for six years and will bring to the office the ripe experience gained by hard work in the harness.

In view of his past experience, and because of the very complimentary vote extended him at the convention, the Labor Press believes the executive council have made a wise choice and offers its congratulations to organized labor of the state upon securing an active and experienced worker. That Mr. Shaver will appreciate the honor done him, and will meet the requirements and responsibilities of his arduous position, his past is sufficient guarantee.

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