

Portland Labor Press

Official Paper Federated Trades Council

"Trade Unions are the bulwarks of modern democracies"—W. E. Gladstone

Official Paper State Federation of Labor

Vol. VI

PORTLAND, OREGON, MONDAY, JANUARY 21, 1907

No. 50

UNION MEN IN PARADE

Five Thousand Members of Organized Labor Demonstrate Their Sympathy for the Striking Street Carmen

What a glorious triumph for organized labor, and especially for the striking Carmen of Portland, was that magnificent parade of union men, which took place in our city last Saturday night!

A long unbroken line of the truest and noblest sons of Columbia that ever marched to the inspiring strains of patriotic music cheerfully responded to the call of labor, assembling at Second and Stark streets, forming in line four deep and marched through the principal streets of the city.

But a few days notice of this unparalleled demonstration had been given to the several unions and it was found utterly impossible for the different organizations to officially take action on the proposed parade, nevertheless, 5,000 sons of honest toil stood in line ready for deeds of heroism, determined to place, forever, the quiet upon the infamous charge from greedy capital that union men and their thousands of friends are not in sympathy with the Street Carmen's fight for American liberty and justice.

The arrangements for the parade were hurriedly worked out by the committee, the chairman of which was Brother Foster of the Typographical

Union, and to whom is due great credit for the systematic and harmonious proceedings of the whole demonstration, though he was ably assisted by his colleagues, Brothers Trullinger, Ledwidge, Long, Fitzgerald, Burdette, Fisher, Gurr and Leabo.

At 7:30 P. M. the unions began to congregate at headquarters, Railway Freight-handlers chief among the throng. After brief consultation, all were in readiness to fall in line, and the immense throng stretched itself out along Second street with its head at Burnside and its rear 20 blocks behind. Marshall Ledwidge mounted on his charger, assisted by Aid Long, led the line of march. Following closely came De Caprio's brass band, then the Carmen carrying banners designed to proclaim to the public their grievances against the Portland Railway, Light & Power Company. The numerous banners representing the many unions of the city, floated proudly above the heads of their respected devotees, all combining to present a spectacle of grandeur and patriotism seldom witnessed by the people of any American city.

Proceeding from Second street along Burnside to Third street, the

long file continued its march southward to Washington, up Washington to Sixth, up Sixth to Morrison, down Morrison to Third, up Third to Taylor, doubling down Third to Pine, down Pine to Second, up Second to Oak, down Oak to First, up First to Yamhill, up Yamhill to Seventh, where the parade was ended.

The immense crowd gathered along the whole line of procession was, perhaps, one of the chief features of gratification to the strikers.

It was clearly evidenced from the universal expressions of sympathy and encouragement that there is more to this strike than the strength represented by the 250 carmen now bravely fighting freedom's cause. There were certainly 50,000 people on the streets cheering the men in line, giving vent to strong expressions of displeasure against the corporation who dares to treat its employees as the Portland Railway, Light & Power Company has made bold to do.

Another victory for organized labor is the fact that never before in the history of such demonstrations did so admirable order and gentlemanly conduct prevail throughout the whole proceedings.

While this fact constitutes a source of unmitigated displeasure to our enemies—for they hoped to precipitate, by some form of blackguardism, a riot upon our streets, the evil consequences of which would recoil upon the working man's head—we, the union people, are jubilant over the grand results, particularly the fact that our men are possessed of such good judgment and law-abiding proclivities.

As the long line of the procession reached Washington street the band in the lead and the other (Tomlinson's) about the center of the parade, playing "America," the great mass of living humanity cheering the Freight-handlers to the sky, every man and woman within sound of the magnificent ovation was stirred to sentiments of liberty and justice which the force of TAINTED money will never be able to smother!

The dignity of labor and right of freemen to organize for self-protection were generally amplified in Saturday evening's demonstrations, to the end that railroad hirelings and political mountebanks will, in future be guided by caution and discretion when dealing with free American citizens.

A single regrettable incident was brought to the notice of the participants in the parade, and that was the case of Mayor Lane's appearing on the street ornamented with a police officer's star. We regret this for the reason that it insinuated to the public the probability of violence and the urgent necessity for the Mayor's activity as an ordinary policeman in quelling anything of that nature.

Now, it must have been an agreeable disappointment to the Mayor and his friends that nothing occurred to warrant the act which must render him slightly ridiculous, to say the least.

The parade having ended at Seventh and Yamhill streets after its supremely successful march through the chief streets of the city, the great throngs peacefully wended their way to their several homes well content with the showing unionism had made and above all, gratified with the expressions of praise and honorable comment from the monster gatherings of men and women at every corner on the line of march.

It is learned that considerable disturbance took place about the streets after the union people had repaired to their homes.

In one instance the writer is aware of the fact that the police themselves were responsible for whatever disorder occurred. It was at Fifth and Washington about 10 o'clock. The people were lined up waiting for cars when the force rushed around swinging billies or clubs, shouting boisterously and attracting a mob whose curiosity, to know what was going on at that point, was vividly aroused. There appeared no reason, whatever, for such zeal just then on the part of the police, and it is no small wonder that more trouble than what did take place was averted.

The unions taking part in the parade were, Railway Freight-handlers, Typographical, Building Laborers, Cigar-makers, Electricians, Plumbers, Blacksmiths and Helpers, Bartenders, Carpenters, Cooks and Waiters, Painters, Sheet Metal Workers, Longshoremen, both locals; Woodenware and Metalworkers, Electrical Workers, Machinists, Beer Drivers, Breweryworkers, Stationary Firemen, Steam Engineers, Shipwrights, Grain-haulers, Plasterers, Carpetworkers, Pressmen, Bookbinders, Tailors, Streetcar-men and Barbers.

CITIZENS ARE ENDANGERED

Conduct of Street Car Company and Men a Menace to Lives of Portland People.

Here is a partial list of accidents happening on the different lines of the Portland Railway, Light & Power Company since the system has been turned over to seabs.

That serious loss of human life has been miraculously averted is no fault of the street railway company, for there have been between forty-five and fifty accidents reported at this office, due to criminal carelessness of the men operating the cars. A few sample cases are given below:

A car on Williams avenue ran into a trolley wire that was down; the wire became entangled around the wheels, thereby endangering the lives of all the passengers.

A St. John's trailer left the track at Larrabee and Holliday avenue while running at a very high rate of speed, and ran a considerable distance before the motorman made any attempt to stop the car.

An Oregon City car left the track at the Golf Links and derailed the car for such a distance that the wrecking car was an hour and a half getting it back on the track.

A Mount Scott car taking a reverse curve at the Section Line Road left the track and ran into a lumber company's office and wrecked the office and damaged the car to a considerable extent.

A crew on the East Pine street line concluded that they would revise the company's rules and run the road according to their own ideas, therefore the motorman started to break the conductor in; Mr. Conductor did very well until he struck a curve; not knowing any better, he entered the curve with the car at full speed, consequently the car went off at a tangent and into a telegraph pole, and a scab went to the hospital.

Two cars on the Fulton line, running at such a high rate of speed that, on reaching a curve they turned completely over, and only by miracle were the passengers saved from injury.

A motorman on a St. John's car when crossing the Steel Bridge at the approach to the draw, gave the signal to the conductor for bells to go ahead, not taking the trouble to see whether draw was closed or open. The draw had just been closed, but the gates had not been opened yet, the conductor being inside the car gave the usual signal to go ahead, but on opening the front door at the time to go on the front platform to collect fares saw the gates closed and the red light still showing across the track, he immediately gave the motorman a signal to stop, even after his attention was called to the gate by the conductor he gave the signal again to start, the conductor had gone to the rear platform and again gave the signal to go ahead and the motorman started running off the derailling switch, and was off the tracks 45 minutes. All this occurred with a red light glaring on the center of the track not 100 feet distant. Just consider for one moment what would have happened had there been no derailling switch and the draw open and probably a hundred passengers aboard!

A Montgomery car ran into a Jefferson car when leaving the S Street barn and was so badly jammed together that the barn men had to hitch a car at each end to pull them apart.

The Cazadero train on the O. W. P. ran into a Mount Scott tripper at the Golf Links, and mashed the motorman up and broke a conductor's leg in two places. The accident was due to a green conductor who had his trolley off and the car standing at the Junction in complete darkness at night. We could continue giving you instances of this kind but space will not permit.

Saturday, the 19th, about 5 o'clock P. M., a rear-end collision took place at Third and Alder streets, breaking the vestibules off both cars.

The men operating cars in the city now are violating every law that pertains to the car service. They run by intersections without making any pretense of stopping, cross steamroad crossings without flagging, and as far as the speed ordinance is concerned they either do not know or do not care how fast the cars are going; it is simply a case of getting out of

the way or get run over. A great many of these men evidently do not care or expect to hold their jobs, from their actions. It is a common thing to see a conductor collect all the fares in the front end of the cars and neglect to ring up anything.

Motorman Keller, working on the St. Johns line, evidently has ideas of his own how street cars should be operated; he was seen to put his controller to what the carmen call "on the brass", which means full speed, and then sit down in the smoking compartment allowing his car to dash along at a high rate of speed with no one to guard the human lives.

Of course the company does not mind a little matter like this in these times; what is the lives of the citizens of Portland to them; they must have men to operate their cars, otherwise they would not be able to stamp out this independence and American spirit that the striking carmen have shown: "The right to organize." But somehow we believe that the people of Portland do care and that this Company will at least be compelled to man their cars with competent men if not forced to settle with the Striking Carmen and reinstate in their former positions the men who have handled and cared for the lives and safety of our wives and children on the cars of this city for many years past.

Labor in the South.

Captain Robert Holden of Pittsburg, has been investigating factory employment and the labor situation in the South. He says it is not true that there is a scarcity of labor in the South. There is an abundance of workers, but the mill owners will not pay a living wage and the men refuse to work for less. According to Captain Holden, the workers of the South are beginning to exercise the power of unionism. He says: "The apparent condition of the South is one of prosperity, and the wage earners inspired by the aid of the same class of the North, are holding firm for their rights and refuse to work for less than a just recompense."

Mother has to take in washing.
Daughter has to scrub and mop.
Youthful heir is peddling papers,
Father works in an "open shop."
—Unionist.

BLOW AT CONVICT LABOR.

House Bill Giving States Right to Inhibit Prison Made Goods.

"By a virtually unanimous vote the House of Representatives has passed the bill giving to the states the right to regulate interstate commerce in articles manufactured by convict labor or in any prison or reformatory.

The measure was introduced by Mr. Hunt, of Missouri, a practical stonemason.

Under the Wilson bill, which became a law in 1890, convict labor made goods may enter into active competition with the goods manufactured by "free labor," and under this federal law a state could not pass a law that would prevent the shipping into the state prison made goods of other states.

The new bill abrogates the interstate commerce law as at present applied to convict made goods, thereby affording to the different states and territories the right to prohibit the shipping of convict made goods within the confines of any state or territory.

Mr. Hunt asked for its passage not only in the interest of free labor, but in the interest of the manufacturers. He said it was an attempt to curb the criminal competition of the penitentiary with the free labor of the country.

"The Pulse of New York."

With the policy of Messrs Keating & Flood to give their patrons a varied change of plays, their next effort will be Howard P. Taylor's sensational melodrama of New York life, entitled, "The Pulse of New York," in four acts, ten scenes comprising the four acts. Some are mechanical and sensational to a degree. The great driving scene, where a man is placed under the hammer, but is rescued just in time, and the villains are thwarted; the elevated railroad; the pier on the East River, for which all special scenery is being built.

The play opens with Mrs. Denison (Warda Howard) mourning the loss of her husband, Edward (Frank Fanning) of the firm of Denison & Holt. Phillip Holt (Lionel Moore) jealous of Denison, has concocted a story that Denison has tampered with the books

and committed suicide. But in reality he has a couple of Italians, Peacoma (S. M.) and Richards (Thos. Clarke) to murder him, but they do not; they hold him for ransom. Sam Snappers (Chas. Connors) the office boy overhears a conversation between Holt and the Italians—and tells Miss Polly Morton (Lily Branscombe) a young heiress. She proposes to help Sam find Denison. Once on the track she assumes many disguises, such as an old Irish woman, a Dutch girl, a tough girl, and finally succeeds with the aid of Sam, to discover the child of Denison (Mat Schawell) at a dive kept by Mother Shekrowsky (Lilian Griffiths). It has been kidnapped by Holt, and then they find Denison in an old hut, under the East Pier. They all arrive home in time to give a little surprise party to Holt, who is pressing Mrs. Denison for her answer. He is proven to be the real culprit and is arrested. Polly and Sam are made happy; Edward and Mrs. Denison and the child are reunited and all ends happily. The comedy and pathos is well blended. There not being a dull moment. The climax is thrilling and true to life. Few musical selections will be rendered by our new orchestra under the direction of Chas. L. Brown. Since they have been installed they have been much appreciated.

TO THE UNIONS.

On account of the Labor Press Committee's being almost wholly engaged in the arrangements for our grand parade which took place last Saturday night, it was impossible for it to get in shape the Honor Roll that was to appear in this issue, therefore we are obliged to hold the same over until next week.

This will positively be the last opportunity for the unions to have their names appear on the Roll.

By order of the Committee.

A "passive resistance" strike, involving all the postoffices of Austria and 25,000 employees, men and women, began recently as a protest against the conditions under which they are compelled to labor.

A new union of inside metal workers has been organized in Cleveland.

ORDINANCE VIOLATED

Portland Car Lines Haul Freight Through City's Streets Contrary to Law.

The following communication is self-explanatory. We desire to state, however, that the street railway company now doing business in Portland is daily violating the law by hauling such freight as the ordinance prohibits, and we hope soon to see the proper steps taken to enforce the observance of the law:

January 18, 1907.

Federated Trades Council, City.

Gentlemen: In accordance with your request I have investigated the matter of the right of the street railways of this city to transport over their lines within the city limits, wood, fuel or freight of like character and have to report on the subject as follows:

There are now four companies or combinations of individuals authorized by municipal ordinances to construct, maintain and operate systems of street railways within the City of Portland, Oregon.

In the first place an ordinance was granted on August 15, 1895, to Charles E. Smith, G. Glass and Adolph A. Dekum to operate a street railway on various city streets between Couch and Jefferson streets. This ordinance permits the owners of the franchise to operate passenger cars only, no mention being made of freight. The owner of this franchise is at present unknown. Its number is 9363 and it is to be found on page 80, of the Revised Ordinances of the City of Portland for 1905.

Second: Let us now consider the franchise granted to the Oregon Water Power & Railway Company. In Ordinances Nos. 681, 888, 8275 and 8445, to be found on pages 47, 51, 59, 62, respectively, of the Revised Ordinances of the City of Portland for 1905, no mention whatever is made of freight; "a street railway" is provided for. These ordinances were all granted to the predecessors of the present Oregon Water Power & Railway Company, and were electric before 1895, before which time electric companies did not make much of a business of carrying freight. Ordinance No. 13053 and Ordinance No. 13113, to be found at pages 66 and 72 of the Revised Ordinances of the

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