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EDNA MUNSEY, POPULAR DULUTH ACTRESS, TO APPEAR AT LYCEUM IN "THE ONLY GIRL"



"THE ONLY GIRL" COMING SOON. EDNA MUNSEY IS PRIMA DONNA.

Edna Munsey's ability as a pianist is of great advantage to her prima donna role in the musical comedy, "The Only Girl," which comes to the Lyceum theater next Thursday. Miss Munsey plays the part of a young composer in the Victor Herbert piece and is called upon in the development of the plot to exhibit her powers as a musician.

The story of "The Only Girl" concerns a young comic opera librettist who hears a strain of music through an open window evidently emanating from the apartment directly above his own and he hastily sends his servant to ask the player to come to him. He is greatly astonished when the player turns out to be a young and pretty girl, and is much disgusted

too, for he is of the breed termed "Woman haters."

In desperation, for he has been unable to find a composer whose work collaborate with the girl. He intends that their relations shall be on a "strictly business basis," but despite his intentions he soon falls in love with the fair composer and she proves to be for him the "only girl."

PROTECTED TRUSTS WANT CHEAP LABOR

(Continued from page 1.)

houses, and railroads with men willing to work at a cheaper wage than those who are born here.

The opponents of this test make the argument that common laborers would belong to the class that could not pass the literacy test, and that this country is very much in need of that particular kind of labor.

The great industrial companies of this country have more men today than they can employ, but they want two men for every job. They know that unemployed men must work to live and their necessities will force them to accept any wage set by the companies. Hence the workers' wages are literally held below a living wage by the hunger, misery and distress of the unemployed.

American Standard First. The organized wageworkers have declared in favor of restriction of immigration to maintain unlowered the American standard of life. Those who oppose restriction are representatives of companies and associations composed of employers of labor whose dominant interest is the dollar, and associations that depend for their existence upon contributions from the employing class.

"They feel that a reduction of immigration will result in a higher wage for their workers which will disturb the profits and dividends from products manufactured by them, or perhaps they have been informed that if the steamship companies do not receive \$60,000,000 a year for transporting aliens they will raise their freight rates.

"This reason will account in a great measure for the opposition of societies of various nationalities composed wholly or partly of business men and the attorneys of business men. Restrictions may interfere with their profits.

Opposed to Exploitation. "We oppose any attempt to lower the standards of American life. We want to raise them, and we are opposed to the exploitation of millions of aliens with its attending evils which swell the profits of the steamship companies even if it adds to the resources of those companies \$60,000,000 a year, even if it enables the United States Steel Trust to pay dividends and interest on \$400,000,000 of stocks and bonds, which never cost that company one cent.

"I wish to call your attention to the fact that industry is protected by a tariff, but labor is not; that the products of labor are protected, but we have a free flow of labor coming to our shores all the time; that manufacturers have protection against products manufactured by cheap labor in foreign countries, but labor has not protection against the importation of cheap labor.

Protect Labor Too. "The opponents of this measure say that if the products of labor are protected, then labor itself must be benefited, because the manufacturer can sell the products at a much higher price than can be obtained in other countries and will be in a position to pay higher wages to his employees. The protected manufacturer does receive a higher price than the products can be sold for in other countries; and the second contention—that they are thus made able to pay higher wages to their employees—is also based on the fact that they do not pay higher wages. They pay lower wages.

"We find that the most highly protected industries, particularly the industries that are now controlled by trusts, such as the steel trust, rubber trust, sugar trust, packing houses, and textile industry, pay to their employees the lowest wage in the country, and some of them less than a living wage for a family. A high tariff has nothing to do with the wages in these industries.

Will Compel Reform. "We hold that limitation of immigration to our country will compel social and industrial reform in the countries from which the immigrants flow. The fact that these countries have an outlet for a great number of their people means that there is an outlet from the oppressive conditions in these countries. For that reason these countries delay social and industrial reforms. As a consequence industrial and social misery is perpetuated in those countries, because

their citizens are induced to come to this country.

"The wage earners believe in an effective regulation of immigration, because they desire to retain the American standard of living. The standard of wages for both skilled and unskilled labor in this country is the result of many years' effort by organized labor. When an immigrant accepts work at less than the standard wage he not only takes the place of a man working at a higher rate but he assists in forcing downward the prevailing rate of wages in that industry, which result carries with it a corresponding reduction in the physical, moral, and intellectual standard of American life.

When Churches Found. "In support of my statement that the American worker can not compete with this induced immigration and support a family on the wages paid, I refer you to the investigation of the Bethlehem steel works made by a committee of the Federal Council of the Churches of Christ, representing over 15,000,000 people, and the investigation made by Commissioner Neill, of the department of labor, as to the wages and conditions in the steel industry.

"The committee of the Federal Council of the Churches of Christ, commenting on the wage scale at Bethlehem, said:

"This is a wage scale that leaves no option to the common laborers but the boarding-house method of living with many men to the room. When a man has a family with him, they take in lodgers, or often the woman goes to work. It is reported that immigrant parents send their children back to the old country to be reared while the mother goes to work. On such a wage basis American standards are impossible.

MAN'S LABOR SHALL NOT BE COMMODITY

(Continued from page 1.)

not a property right. In all cases involving the violation of the contract of employment, either by the employer or employer where no irreparable damage is about to be committed upon the property or property right of either, no injunction shall be granted, but the parties shall be left to their remedy at law.

"No person shall be indicted, prosecuted, or tried in any court of this state for entering into or carrying on any arrangement, agreement, or combination between themselves made with a view of lessening the number of hours of labor or increasing wages or bettering the condition of workmen, or for any act done in pursuance thereof, unless such act is in itself forbidden by law if done by a single individual."

Mr. Gompers writes to Duluth unions that the necessity for securing the enactment of such a law by the Legislature of Minnesota at the earliest possible date cannot be too strongly impressed upon the minds of all.

"Under existing law civil suits are brought," says Mr. Gompers, "the denial of rights of the workers is little attention is given this important subject by many of our fellow-unionists throughout the country."

"In Ohio an indictment has been found against the officers of the Steel Corporation, in which indictment the severest blows are aimed at the rights of labor, and all of them under the old concept of labor which the courts held.

"In April, 1916, issue of the American Federationist, I am publishing an editorial under the caption of "The Law Necessary to Protect Labor," which, in addition to what I have already said editorially and elsewhere, will be helpful in giving all a clear insight into the dangers by which the workers in the various states are confronted and the rights to which they should direct their attention to achieve. Every effort should be made to secure the enactment of a law securing to the workers fundamental rights. Every per-

sonal desire should be curbed; every other political issue should be subordinated to the attainment of this one end. The American labor movement, the workers organized and unorganized, have the right to expect all to unite to secure within the states what has been accomplished through the federal government in interstate industry and commerce.

"I should be pleased to enter into correspondence with the officers and the rank and file of the labor movement in regard to this matter and to give every assistance within the power of the American Federation of Labor to accomplish the enactment of this paramount issue."

CHILD POVERTY IS BREEDER OF CRIME

(Continued from page 1.)

early express their frightfulness in their lives.

Investigators Get Facts. Investigators who have looked up the girls and boys admitted to reformatories and houses of refuge are unanimous in their conclusion that the child delinquent is usually the product of poor home surroundings.

Among the children committed to our great New York reformatory school for girls, no one came from home where the father was earning more than \$1,000 a year. The study made of the last 1,000 girls committed to a Pennsylvania house of refuge for girls showed that no father had been earning more than \$800 a year at the time the girl was admitted. These girls were committed in the great majority of case for immoral acts. These and similar fragmentary facts are combined into a powerful indictment of poverty by the senate vice committee of the Illinois legislature.

As the result of careful investigations and analysis this committee places itself on record first, "That poverty is the principal cause, direct and indirect, of commercialized vice." Second, "That thousands of girls are driven into such a life because of the sheer inability to keep body and soul together on the low wages received by them." Third, "That thousands of girls are forced into industrial employment by the low wages received from proper home influences at an excessively early age; that they are inadequately schooled and are manifestly unprotected; and that many of them become recruits for the system."

Committee is Unanimous.

"Your committee has found no disagreement as to the effect of the family life and standards on the morals of growing children. That any causes with tendency to reduce home standards and to destroy family circles will promote vice is unanimously accepted as true reasoning by all students of the problem and by all of the witnesses appearing before this committee and questioned thereon. It must logically follow that any wage inadequate to the proper sustenance of a normal family of husband, wife and children, will inevitably promote immorality."

The committee found further, "That the highest standard of morals exists among the girls in the high schools, colleges and universities of the state." At the same time the committee was unable to learn in a single vice recruit in any city in Illinois who had come from a home "of even modest prosperity."

Poverty, squalor and wretchedness are straight paths to iniquity. Interpose "homes of even modest prosperity," high school or college education and the proportion of viciousness and criminality drop to a minimum.

It is time that the American people learned the extent to which child delinquency is the direct outcome of poverty.

SHORTER WORKDAY TO HELP SHIPPERS

(Continued from page 1.)

The present way of paying for overtime is of little consequence to the railway companies whether they work the crews 10 hours or 15 hours and 50 minutes, as one care of freight added to the train will more than make up for the wages paid the men by keeping them on the road long hours.

If the demand for the men for an

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eight hour day, with payment of time and one-half for overtime, is granted, the railroads will see to it that there is very little overtime and will move their trains faster, and if necessary make shorter trains to get them over the road quicker and cut out all unnecessary delays.

It is claimed by some officials that it is impossible to make 100 miles at the rate of 12 1/2 miles per hour, but this claim is offset by the fact that 24 railroads in the United States are now on 12 1/2 miles per hour basis and it is important to know that none of them are in the hands of the receivers, which is good proof that it is not costing these railroads any considerable amount to speed up their trains and give their men an eight hour day.

Where Shippers Come In. It is vital to the interests of merchants and manufacturers of this country that merchandise be transported as expeditiously as possible and the hours saved in transportation means that the merchandise gets in the hands of the consumers just so much sooner which means more rapid turnover in stocks and a greater consumption of manufactured products.

If this thing of heavy and more powerful locomotives, cars of greater capacity and longer trains reaches anything like the proportions predicted by prominent railway officials, such as Pres. Willard of the B. & O. railroad, the shipping merchandise will go back to what it was in the old days of the prairie schooner and stage coach, so far as time required in transportation is concerned, as the tendency of railroad operation is toward increasing the capacity of trains, regardless of the time required to move over the road. The hours now lost in the slow movement of freight, if saved, would mean millions to the commercial interests of the United States.

This question of an eight hour day for train crews should come right home to all shippers and receivers of freight.