

PAID POLITICAL ADVERTISEMENT.
Inserted by Duluth Trades Union League. Amount to be paid \$25.50

WORKINGMEN BEWARE OF THIS RED HERRING!

The News Tribune has sought to read into Ordinance "B" a meaning demonstrably alien to its purpose. It asserts that this ordinance, if adopted, would not apply to the sale of beer to "individuals for individual use."

Says the News Tribune:

As to beer no sane person believes the sale of beer by the local breweries to individuals for individual use is estopped by this ordinance. It has such a fool provision so easy of avoidance that it was sheer folly to include it. And it will be avoided. The brewery sales will be smaller, possibly, and possibly not.

Confronted with the major provision of the proposed ordinance, the News Tribune stands accused before the bar of public opinion of having wilfully attempted to mislead its readers as to what may or may not be done under Ordinance "B".

If officials charged with the enforcement of the ordinance should attempt to interfere with the sale of beer to individuals (by our breweries), they will have only their pains for their trouble. For, declares the News Tribune, the ordinance, in respect of such sale, would be "easy of avoidance."

What are its readers to understand by this? Does the News Tribune wish to assume responsibility for directing how to make the ordinance a mockery; to aid and abet those who would make it such? Or does it concede that beer is not an intoxicating beverage save in a technical sense?

It may take either horn of the dilemma. If it take the first, and the ordinance should carry, it might be well for the authorities to keep a close eye upon it, lest its zeal to be inspirational service to potential law breakers give embarrassment to them and scandal to the city whose good name in no small measure lies in their keeping. If it take the second, then it will need all its strength and ability to defend itself against a charge of high treason by the Drys, lest it be sent to the block without benefit of clergy.

Ordinance "B," let it be emphasized, would prohibit the sale of beer, in whatever manner, no less than the sale of whiskey and other spirituous liquors. It draws no distinction as between beer, with its three or four per cent of alcohol, and whiskey with its fifty per cent or more.

Far from permitting the Workingman to retain his glass of beer, the proposed ordinance would oblige him to seek stimulation and refreshment in whiskey and other almost wholly alcoholic liquors; or, when these latter could not be had, expose him to temptation in the form of certain patent medicines and other noxious substitutes.

No, dear News Tribune, if, in the event of this ordinance carrying, there is to be any avoiding its provisions, it will not be by the makers and distributors of beer; it will be by the bootleggers and blind piggers, whose passion for dry legislation exceeds that of the most fanatical among you. Not only do these merchants of a sort—THE SPAWN OF PROHIBITION—disfavor beer because of the impossibility of doctoring it, and the comparatively low profit; but, owing to its bulk, and the consequent danger of detection, it is not considered by them a good side or other line.

An old trick this drawing a red herring across the path of an adversary for the purpose of diverting him from his real objective. But the workingmen voters of Duluth are not fools: a lesson that the News Tribune will have brought home to it when the ballots have been cast and counted.

THE DULUTH TRADES UNION LEAGUE

PETER SCHAFFER, President.

F. G. MARTELLE, Sec.-Treas.

NORTH COUNTRY MAN FOR LEGISLATURE



FRED BESSETTE.

Fred W. Besette of Orr, Minn., is a candidate for the State Legislature from the Sixtieth district to succeed himself.

Mr. Besette has spent twenty years in Northern Minnesota and is thoroughly familiar with the needs of this portion of the state. His long experience in the Forestry service has particularly equipped him for work as a member of the legislature in framing bills to protect the interests of Northern Minnesota. He is an expert on reforestation. He understands the drainage situation better than most men, and he has some splendid ideas for encouraging the settlement of the North country. As a member of the last legislature, Mr. Besette distinguished himself in many ways. The officers of the State Federation of Labor, including President E. G. Hall and Secretary-treasurer George W. Lawson, speak very highly of Mr. Besette and state that he supported every labor measure that was brought before the last legislature.

Workingmen of the Sixtieth district are urged to give Mr. Besette the loyal support at the primary election to be held Monday, June 19.

Vote "Yes" on Ordinance "A" next Monday—Help the firemen.

RUBBER WORKERS GAIN.

EAST LIVERPOOL, Ohio, June 15.—Rubber Workers' union No. 14,500 affiliated to the American Federation of Labor, has secured an agreement with the McGraw Rubber Company, and the strike at that plant is at an end. Wages are increased 15 per cent and all time lost over 15 minutes shall be paid for at the rate of 40 cents an hour. The company will keep tools in shape, all employees are reinstated in their former positions, no discrimination because of union affiliation, and grievances are to be adjusted by a committee representing the union and the company.

To varnish wall paper back of the sink so that it may be wiped with a damp cloth, coat with one ounce of gum arabic, three of glue and a bar of soap, dissolved in a quart of water.

DRESS UP AT THE BIG DULUTH GREAT SUIT SALE. \$10 BUYS SUMMER SUITS WORTH \$15. \$15 BUYS SUMMER SUITS WORTH \$20. \$20 BUYS SUMMER SUITS WORTH \$25.

CONFERENCE FOR LABOR IS CALLED

Union Leaders of Mexico and U. S. Will Be Held at El Paso.

WASHINGTON, D. C., June 15.—With the acceptance by organized labor in Mexico of an invitation from President Gompers of the American Federation of Labor, there will be held in El Paso, Texas, in the near future an international labor convention that probably will mean more for the peace of Mexico than any of the diplomatic bickering that have taken place since the case of Mexico became an international issue. President Gompers sent his invitation to the secretary of La Casa del Obrero Mundial, which means the House of the Workers of the World. This great labor organization of Mexico had at the outbreak of the constitutionalist revolution a membership of 50,000. An agreement of mutual support was entered into between the government and this labor organization.

The signing of this agreement, binding labor and government together in common endeavor, was one of the most significant acts of the whole Mexican revolution, if not, indeed, of recent world history. This agreement has been faithfully observed. Labor, for its part, sent regiments into the field in the revolution. Whole regiments were made up from some unions and these organizations invariably elected their own officers and fought under their labor banner as well as under the national emblem. President Gompers has been intensely interested from the outset and has been in close touch with all developments. His clear understanding of the Mexican situation has led directly to the issuing of the invitation to Mexican labor to confer with American labor on questions relating to the labor movements of both nations.

It is probable that within a few days a date for the meeting will be set and it may not be long before the conference actually is held.

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MANY ARE ILLITERATE IN THE UNITED STATES

WASHINGTON, June 15.—More than 7 per cent of the entire population of the United States over the age of 10 can neither read nor write in any language. So declares a report from the house education committee, abstaining, however, from making comment on this gross failure of capitalism to furnish opportunities for elementary education.

According to authoritative figures, out of the 5,250,000 men, women and children over 10 years of age who are unable to read or write, 4,275,000, or more than 9 per cent of the population of that age, are over 20 years old. "Fully half of these," says the report, "are young men and women with many years of life yet before them to be lived out with the handicap of total illiteracy unless they are encouraged and assisted to throw off this.

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M'EWEN CANDIDATE FOR COMMISSIONER



CHARLES A. M'EWEN.

Charles A. McEwen, candidate for county commissioner for the First district, was born in Duluth 34 years ago. He is the youngest son of the late William McEwen, one of the early settlers of this city. His eldest brother is William E. McEwen, publisher of The Labor World and postmaster at Duluth. Charles A. McEwen has always taken an active interest in civic matters. He has never before been a candidate for office. His sole ambition to be county commissioner is to be of service to the people. His long residence in the Northern portion of the district and his familiarity with its needs make him especially qualified for the field work of a county commissioner. He believes in good roads and if elected will see to it that every dollar expended by the county in his district will be honestly, carefully and efficiently spent.

As a member of the county board he promises the people that he will work earnestly and faithfully for greater economy in the administration of county affairs. He promises to devote his best efforts to curtail every element of waste that now obtains in conducting the business of the county. He will work to keep taxes down and at the same time to promote the general efficiency of the various county offices.

The voters of this district will make no mistake by electing this hustling young man as a member of the county board. He will devote every moment of his time to the duties of the office and will render faithful stewardship for the confidence reposed in him by the people.

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U. S. TO PROTECT HEALTH.

WASHINGTON, June 15.—The senate has passed a bill authorizing the president to make rules and regulations for sanitation along the government-owned Alaska railroad similar to those enforced in the Panama canal zone. The orders shall not apply to incorporated towns and will apply to the 15,000 workers it is expected will be employed in the near future.

Flannels may be restored after having become hard and shrunken by soaking them in gasoline.

EMPLOYEE KILLED EVERY FOUR HOURS

Hazard of Railway Men Shown to Be Greatest of All Industrial Workers.

CLEVELAND, June 17.—In opposing the eight-hour demand of freight train service employees, railroad managers, through their innumerable channels of publicity, would create the opinion that these workers lead a happy, carefree life, with conditions about equal to that of a bank president in a small town.

This delightful picture is blurred by a statement issued last week by the four railroad brotherhoods, which shows that the hourly wage rate of locomotive engineers, firemen and brakemen is lower than that of many building tradesmen. To equal the rates of the latter, it is stated that train service men must work from 12 to 20 hours.

Although the government prohibits railroad employees from working more than 16 hours without rest, the railroads themselves, in 1915, reported 78,940 violations of this law. The last annual report of the inter-state commerce commission shows that a train man is killed on an average every four hours and 40 minutes, and a man is crippled every three minutes and 30 seconds. This does not tell all the story, because if a man does not die from his injuries within 24 hours, he is not reported to the commission as killed, and unless the injury disables him for three days he is not counted as injured.

Out of every 100 men who start as firemen, 17 become engineers, and out of every 100 men who do become engineers, but six become passenger engineers. Railroaders demand a physical examination more severe than does the government for enlistment in the army or navy. These examinations are repeated every two or three years, and eyesight, hearing, color perception, heart action and blood pressure are all closely scrutinized.

The train men's statement concludes as follows: "Excessive hours and the terrific strain shatters the health and shortens the lives of these men.

"The employees are not asking for more pay, only that their working hours be made less. "They desire relief from the present arduous working conditions so that their time at home will be lengthened and their chance of relaxation improved."

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THE YOUNG DIPLOMAT.

Dick and Jimmy were spending a few days with their grandmother, who spoils them, as grandmothers will. One night they were saying their prayers, and little Jimmy vociferated his petitions to the Heavenly throne in a voice that could be heard a mile. He was telling the Divine Providence what he wanted for Christmas, and his enthusiasm in the case got on his brother's nerves.

"What are you praying for Christmas presents so loud for?" interrupted Dick. "The Lord ain't deaf." "No," whispered Jimmy, "but grandma is."

RAIL EMPLOYEES MUST AID WIDOWS

Companies Have Fund for Wrecked Engines But None for Injured Workmen.

CLEVELAND, June 15.—When a car or locomotive is smashed up a fund has been provided for its renewal.

Who pays for the depreciation in human life, the result of railway operation?

This question is asked in a statement issued by the four transportation brotherhoods who are campaigning jointly for an eight-hour day.

"When an engineer, fireman, conductor or brakeman is crushed out of all semblance to his former self in a wreck, other employees whose time has not yet come, must dig down into their pockets and pay for this human railroad wreckage," says the statement.

By Sums Paid.

"The records of the Brotherhood of Locomotive Firemen and Engineers show payments to its members for deaths and disabilities of \$18,109,167.75. More than 60 per cent of all deaths and disabilities of members are caused by railroad accidents.

"During 1915, members of the Brotherhood of Locomotive Engineers contributed \$2,270,279.92 to widows and orphans of members killed or injured during that year.

"Members of the Brotherhood of Railroad Trainmen, during 1915, paid from their earnings, on account of members killed and disabled, \$2,421,558.17.

"Members of the Order of Railway Conductors put up \$1,761,417.49 for the relief of their human wreckage in 1915.

"In no other industry is the occupational hazard so great as in making up and transporting of railway trains. The railroad industry, however, reflects no recognition of this hazard in wages.

Better Conditions Asked.

"It is certain that a reduction in hours of labor, with proper rest and recuperation, will better fortify mind and body against accidents, and men in freight train service are now determined to have a shorter work day, and working conditions approximate those in other trades.

"The employees say there will be little or no increase in cost by granting an eight-hour day. In proof of this claim, they cite sworn statements of railroads in the recent federal arbitration case in Chicago, showing that 78 per cent of through and irregular freight trains now make the basic division of 100 miles in less than eight hours, which would leave only 22 per cent of trains whose speed would have to be accelerated to avoid payment of overtime."

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LONGSHOREMEN GRANTED DEMANDS

About 9,000 Gain Closed Shop and Higher Wages Through Strike.

SAN FRANCISCO, June 15.—The strike of the Pacific coast longshoremen is settled. Approximately 9,000 men who walked out June 1 in an effort to secure higher wages and closed shop policy, thus tying up shipping in every American port on the coast, returned to work, all the demands were temporarily granted at a thirteen-hour conference that ended shortly before dawn today.

Commissioner of Immigration Henry M. White of Seattle, who had been requested by the department of labor to act as mediator in the strike, presided at the session. Representatives of the employers and the unions began a series of conferences here to determine upon a permanent wage scale and a set of working conditions. These will be submitted to the unions at a referendum election. Wharves up and down the coast which were piled high with freight, awaiting shipment on boats tied up by the strike, were busy again.

Paid Advertisement, Inserted by W. A. Pond in behalf of himself. Amount to be paid \$3.

POND, CANDIDATE FOR COUNTY COMMISSIONER

W. A. Pond is a candidate for county commissioner for the Fifth District. Mr. Pond has been a resident of Duluth since December, 1901. He first began work here as a street railway employee, entering the service January 2, 1902, and resigning October 12, of the same year to enter the coal and wood business. He resides at 1216 N. 57th Avenue West. Since his residence in Duluth Mr. Pond has taken an active interest in public affairs. He knows the needs of his district and will devote all of his time to the duties of the office if elected. He believes in granting to county employees on road work and elsewhere a fair day's wage for a fair day's work.

For political purposes one or two of Mr. Pond's enemies have circulated a story that he worked as a strike-breaker during the street railway strike of 1899. This is an absolute falsehood, as Mr. Pond did not arrive in Duluth until 1901 and he was not employed by the Street Railway Company until 1902, nearly three years after the strike.

Mr. Pond sympathizes with the program of union labor and if elected county commissioner will do his best to carry out the ideals of workingmen.

Advertisement for Glass Block Store. Features an illustration of a woman and lists various items for sale, including blouses, draperies, and curtains. Prices are listed for various items, such as blouses for \$2.99 and \$3.79, and cretonnes for 19c.

Advertisement for Freight Train Employees. Discusses the hazardous nature of the occupation and lists various benefits and conditions. Includes a list of wages for different roles: Excavating laborers 40c, Locomotive firemen 31c, etc. Also features a portrait of Walter A. Swanstrom, candidate for County Commissioner, Third District.