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Mr. Charles Richman the distinguished actor featured with an all Vitagraph star cast. Twenty-five thousand National Guards, Five thousand horses, Eight thousand supernumeraries. Once in a generation or so a book finds its way into history. Once in a decade the populace of a world power is stirred.

The Battle Cry of Peace

an inspired revelation written by J. Stuart Blackton, shows America's defenselessness.

You see the most beautiful sky line in the world in flames. The metropolis of the western hemisphere devastated. The fall of New York. The enemy approaching. The defeat of the meager American forces. The landing of the invaders. Our forts destroyed. Our fleet beaten in battle.

With it all is a heart interest drama so vivid, so real, so touching that it makes a lump rise in your throat and makes your heart pulsate faster.

This is THE BATTLE CRY OF PEACE

TIME OF EACH SHOW—10 REELS: 1st 9:30 4th 4:30 SCHOOL CHILDREN'S SPECIAL MATINEE, MONDAY 5c, FROM 9:30 TO 6:00 P. M. 2nd 12:00 5th 6:30 3rd 2:30 6th 8:30 7th 10:30

HOW REPUBLICAN AND DEMOCRATIC PARTIES HAVE STOOD ON PREPAREDNESS

From 1865, the close of the Civil war, to 1885 the Republicans were in control of the government at Washington.

In those 20 years congress appropriated \$246,365,852.52 for the navy. When President Cleveland, the first Democratic president elected since the Civil war, took the oath of office on March 4, 1885, the American navy consisted of junk, wooden ships with old guns, and broken down engines.

The American navy was a joke. When President Cleveland went out of office four years later the United States had its first squadron of modern warships, the famous "White Squadron," that carried the American flag to Europe and once more inspired respect for American seapower.

In a speech in the house only the other day, Representative Talbott, of Maryland, a member of the Naval Affairs committee, recalled that Colonel Roosevelt in his administration, invited the Democratic members of the committee to go the White House that he might ask them personally to vote for four battleships. On that occasion, said Mr. Talbott, Colonel Roosevelt said:

"I am frank enough to admit that we could not have carried on the war

with Spain successfully except for the navy that was furnished to the country during Cleveland's two administrations."

In 20 years the Republican party in congress had spent \$419,510,887.09 of the people's money and had nothing to show for it. Of this amount \$73,145,024.57 represented unexpended balances from appropriations of previous years. The money had been wasted; it had gone to make contractors rich and to give employment to men at political yard to vote as their bosses dictated.

In four years Cleveland's administration, the Democratic party spent \$67,354,261.50 and had a squadron of modern ships to show for it. The money had been spent honestly and not for the enrichment of favored contractors and political bosses.

A Democratic president, a Democratic secretary of the navy and a Democratic congress created the modern American navy and took the first step for preparedness.

From 1897 to 1913—16 years—the Republicans were again in control of the government.

They thought so little of the navy they let it run down. It was the old system over again of favoritism and waste.

They could not see the wisdom of being prepared.

But in those 16 years they spent \$1,586,052,816.56.

The Republicans admit that under their administration the navy had not been kept up to high water mark and it was too weak properly to protect the United States against danger.

President Wilson came into office on March 4, 1913.

In three years the Democratic congress has appropriated \$452,802,771.18 for the navy, and when the program for which appropriations have been made at this session is completed the American navy will be the second most powerful navy in the world, with only England superior.

The Republicans talk. The Democrats act.

Republicans waste money. Democrats spend money efficiently.

If the country wants to feel certain it is safe from attack and have its navy kept at the highest point of efficiency it will vote for the election of President Wilson and a Democratic congress.

A CRITICISM.

A farm hand had worked in the field from dawn till darkness, doing the choicest by lantern light. "I'm going to quit," he said to the farmer at the end of the month. "You promised me a steady job."

"Well, haven't you got one?" was the astonished reply. "No," said the man, "there are three or four hours every night that I don't have a thing to do, and I fool my time away sleeping."—National Monthly.

SAFETY BREAK LAW ENLARGED.

WASHINGTON, June 28.—The United States supreme court has ruled that the federal safety appliance regulations relating to brakes apply to electric as well as steam railroads operating in the interstate commerce. The court affirmed a judgement of \$7,500 in favor of Edgar E. Campbell, motorman, who was injured in a collision between Spokane, Wash., and Coeur d'Alene, Idaho, in which 18 persons were killed.

LEGAL NOTICES.

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Telephones: Melrose 1288—Grand 65.

AIMS, PURPOSES AND DECLARATIONS OF AMERICAN FEDERATION OF LABOR

From the inception of the American Federation of Labor it has taken the stand that while unions for the various trades and callings must each and all be left entirely free to govern themselves within their own borders, yet between the members of all these unions there should be a bond as great as that between the members of the same organization, and it is the aim of the A. F. of L. to strengthen that bond by organization, and by education and inculcation of the feeling and consciousness of unity of interest and solidarity to place the labor movement upon a higher and more effective plane. It seeks to organize the yet unorganized workers, the skilled and the unskilled, the permanently located and the migratory.

The A. F. of L. holds that whatever a man may be so long as he works honestly and seeks to wrong no other man or to advantage himself at the cost to another, and seeks to maintain this standard regardless of how any toilers may happen to be employed, he is a man. Though the A. F. of L. does not advocate strikes, yet it encourages them when all other means to obtain justice for the toilers have failed. It urges that the workers when struck, strike back as best they can. Though strikes do not always win, even those alleged to be lost at least induce employers to forbear in the future and teach them a lesson they do not readily forget; namely, that labor is the most important factor in production and entitled to a voice in the question of wages, hours, and conditions under which work shall be performed.

The A. F. of L. stands as the most potent factor in all our country in defense of the right of free assembly, free speech, and free press. It endeavors to unite all classes of wage earners under one head through the several organizations with the purpose in view that class, race, creed, political, and trade prejudices may be abolished and that moral and financial support may be given to all. It aims to allow in the light of experience the utmost liberty of each organization in the conduct of its own affairs consistent with the generally understood practice of the identity and solidarity of labor.

The A. F. of L. establishes intercommunication; creates agitation and educates not only the workers but the educators. It is in direct correspondence and conference with the representative workers and thinkers of the world over. It urges the interests of the toilers in Congress, state legislatures, municipal legislative bodies, administrative offices, and judicial agencies. It initiates measures in the name of labor and liberty, and decides upon acts according as they benefit or are calculated to injure the masses of the people. It has secured vast relief from burdensome laws and governmental officials.

It seeks and will achieve freedom and justice for all. It encourages and has largely achieved the interchange of ideas, ideals, and methods. It seeks to cultivate mutual interest, and to secure united action to announce to the world the wrongs and burdens which the toilers have too long endured. It voices the aims and hopes of the toiling masses. It asks and demands the co-operation of the organizations, co-operation and affiliation of all wage workers who believe in the principle of unity, and that there is something better in life than long hours, low wages, unemployment and that these imply.

The A. F. of L. endorses as basic these economic principles: That no trade or calling can long maintain wages, hours, and conditions above the common level; that to maintain high wages all trades and callings must be organized; that lack of organization among the toilers is a vital factor in their economic life, whether organized or unorganized; that generally organization of skilled and unskilled workers can be accomplished only by united action—federation; that the history of the labor movement demonstrates the necessity for the union of individuals and that logic implies a union of unions—federation.

The A. F. of L. urges the concentration of efforts to organize all the workers within the ranks of the organization, fair and open contest for the different views which may be entertained upon measures proposed to move the grand army of labor onward and forward. In no organization on earth is there such toleration, so great a scope, and so free a forum as within the ranks of the A. F. of L. and nowhere is there such a fair opportunity afforded for the advocacy of a new or brighter thought.

The A. F. of L. affirms as one of the cardinal principles of the trade union movement that the working people must organize, unite, and federate, irrespective of creed, color, sex, nationality or politics. In the language of the late William E. Gladstone, "trade unions are the bulwarks of modern democracy."

The A. F. of L. stands unalterably for the abolition of all forms of involuntary servitude and devotes its time and efforts to make every day a day of a better life.

The trade union movement fosters education and uproots ignorance; shortens hours and lengthens life; raises wages and lowers usury; increases independence and decreases dependence; develops manhood and balks tyranny; discourages selfishness and establishes fraternity; induces liberality and reduces prejudice; creates rights and abolishes wrongs; lightens toil and brightens man; makes the workers' workshop safe and brighter; cheers the home and fire-side and makes the world better.

JANE WHITAKER PAINTS PITIFUL PICTURE OF THE SCAB AND THE PRICE HE PAYS

"Scab" there is no word in the English language so fraught with hatred as this one word when it is used by strikers against strike-breakers. Girls cry it with tears of rage in their eyes and every primitive instinct aroused against the man or woman who is jeopardizing their fight for better working conditions. Men cry it with all the unrelenting passion of their natures urging them to wage war.

If you ask them just what is a "scab" you always get an answer like this: "A low-down gink who is taking our jobs!" "A butter butt that's scabbing on the job and sucking in with the boss," or even some unprintable definition, but always from the same angle—that the "scab does to the worker."

The thing you never get and which is always seemed to me to be of so much more importance is what the "scab" is to herself or himself.

A few years ago I had occasion to talk to the wife of a man who remained working with a few others while the rest of his shop went on strike for better conditions.

His two children, both of them old enough to realize the word that was being called their father, sat in the room with the mother as she talked, and while her eyes were bright with defiance, the boy looked down at the pattern of the carpet and the girl looked out of the window.

"I told my man to work," the woman said defiantly. "I told him what he got no time for strikes. He'd been out of work for months before he got this job, and me and the children need the money. We got bills to pay."

Her voice was hard. She talked feverishly. She said too much. She realized that she was the wife of a man who was a traitor to his class, and though she urged him, though she justified him then, she was tasting the bitterness of loss of self-respect. And the children were tasting it with her. They would never be proud of their father again, for he wore the brand of a traitor and they would not be able to forget it.

The loss of the respect of others is a terrible price to pay, but it is little beside the loss of one's self respect. One may get away from the others; one cannot get away from one's self. Judas, who betrayed his Master, hung himself to escape his conscience. There is always the "still, small voice" of shame that only the traitor knows.

If the fight is lost, his is the consciousness that he helped to defeat the workers who fought, and the industrial slavery that binds itself still more tightly about the mass was caused by the treachery of one.

He wouldn't trust the traitor when his need of him is gone.

"Scabs" they start what they do they finish? You will get your answer in front of some of the shops today where men who bear on their faces the brand of failure, and, more—the look of the traitor—are earning a few dollars a day hired out to the bosses to slug men and women clothing strikers. Those slugs are the forlorn and jetting today. They are the men who began a traitor to their class and today have no class to which to return.

They haven't the respect of the of the coppers, and they have the hatred of the class in which they once belonged.

If I were asked for a definition of a "scab" I would not give the one the majority of the public give. I would say a "scab" is a creature over whom men and angels must weep—a human being without self-respect.—Jane Whitaker in The Plasterer.

RUPTURED WORKER WINS UNDER COMPENSATION ACT

HARRISBURG, Pa., June 28.—The state workmen's compensation board, in an opinion filed by Commissioner Leech rules that hernia constitutes an "injury by accident."

A coal company resisted payment on the ground that while the worker sustained a rupture his injury was simply due to an aggravation of a condition that had previously existed. In this connection Commissioner Leech said: "The workmen's compensation law does not prescribe any standard of health or physical condition to which the workman must conform to qualify for compensation, nor does it imply a warranty on the employer's part that he is free from latent disease or physical defect, which may develop into serious injury."

The commissioner points out that it has been a settled law in England since 1903 that nothing more is required to constitute an "injury by accident" than that the harm which the workman sustains is unexpected.

EXPRESS COMPANIES GAIN.

WASHINGTON, June 28.—The interstate commerce commission has had made public reports from eight express companies doing an interstate business operating over 235,000 miles of lines. The American Express company has changed a \$418,000 deficit into a \$2,069,000 balance. The other companies made similar gains, despite former fears that the parcel post "would destroy their business."

INDUSTRY'S TERRIBLE TOLL.

HARRISBURG, Pa., June 28.—From Jan. 1 to June 1 of this year 822 men were killed in industrial establishments in this state. As a result of this slaughter, 537 women were made widows, 1,109 children were robbed of a father and 37 dependent parents lost a bread winner. Of the 822 men killed, 215 were unmarried. The total compensation awarded is \$743,962.78.

FEDERAL EMPLOYEES UNITE EVERYWHERE

Large Numbers On West Coast Affiliate With Civil Service Workers.

Federal employes throughout the United States are coming to realize the value of organization and are affiliating with the local unions chartered by the American Federation of Labor.

At the last meeting of the Federation of Federal Civil Service Employees of San Francisco, thirty-five candidates were initiated and an announcement was made that at the next meeting a class of fifty candidates would take the union obligation.

Sentiment favoring organization has been growing rapidly ever since Congressman John I. Nolan of San Francisco introduced in Congress the now famous Nolan minimum wage of three dollars per day for all government employes.

This bill has already been favorably reported out of committee, due largely to the indorsement and active support of the American Federation of Labor and its affiliated unions. For years past federal employes, unorganized, tried in vain to secure remedial legislation. Realizing at last the futility of unorganized effort, the federal employes began to enlist under the banner of the American Federation of Labor, with the result that they have already secured, in the city of Washington, an increase in wages and have a good chance to secure a minimum wage of three dollars per day all over the country.

As a result, federal employes everywhere are getting into the trade union movement.

FEDERAL OWNERSHIP MAY SOLVE RAILWAY PROBLEM

Let us hope that thinkers who favor a better transportation system will not refuse to consider the speech of Daniel Willard before the American Newspaper Publishers' association because he happens to be president of the Baltimore & Ohio railroad, or because he may have spoken in the past against what seems to be the interests of the public as distinguished from those of the railways.

He said in that speech that the regulation of the railways should be taken from the forty-eight state railway commissions and entrusted to the federal government.

I once asked the greatest state railway commissioner in the United States, according to my estimate, how long, in his opinion, the present system of commissions can last before it definitely breaks down.

"The whole railway commission system," said he, "is now breaking down. There are forty-eight state commissions and one Interstate Commerce Commission."

"Each state commission is striving to get the best deal it can for the interests it represents. If it is honest and represents the people, it tries to get the best of the railways and the people of other states for the benefit of its own state. If it represents the railways as some state commissions still do, it tries to fool its own people and make things as smooth as possible for the railways. In either case, the public interests suffer. State lines have little to do with railway problems."

"What sense is there in letting Illinois or Iowa meddle with the enormous streams of traffic which flow through those states or from them to other states, or vice versa? The same thing is true of almost every state."

"The more able and honest a state commission is, the better deal it makes for its own people. There are states which have had such able commissions that they have made rates and conditions which are unfair to other states. If one state gets the best of it, some other state or states must pay the railways for the loss, since the railways have to be operated."

"What is the remedy?" I asked. "Abolish the state commission," said he, "including the one to which I belong. Give the Interstate Commerce Commission power to establish rates both interstate and intrastate. Give it also the power to control the service—all the powers the state commissions now have and more if necessary. Let the Interstate Commerce Commission run the railways, in short. Add to the numbers of the commission enough commissioners so they may be divided into groups, and may regulate the railways in groups and trade basins instead of by states. If that is done, the railway commission system may be kept from breaking down for a long time. Unless it is done its breakdown is certain before many years."

Mr. Willard would not admit that he is for this full program, perhaps, but his speech shows that he is for most of it.

If I believe he is right—unless we are ready to do the other thing of which my friend, the state railway commissioner, spoke.

"If this concentration of power in the Interstate Commerce Commission is not effected, and the state commission system breaks down, what will take its place?"

"Government ownership," he replied.

If I were called upon to predict, I should say that the state commissions will hang on, the system will break down, and that we shall have government ownership—and that before many years.

PAINTERS WIN STRIKE.

ROCK ISLAND, Ill., June 28.—Painters union No. 502 has won its strike, which started May 1, last. Employers have signed a two year contract at 55 cents an hour, Saturday half holiday, time and one-half for overtime, and double time for Sundays and holidays.

The Labor World reaches the homes of the workmen. Advertise your label goods. Results are sure to follow.

Glass Block Store New Skirts and Kimonos

Jersey Silk Skirts—emerald green, black and white and gold and white striped—with narrow belt of same material. A neat, non-wrinkling, durable skirt of knitted silk. \$10.95 and \$12.95. Also ask to see our beautiful new flowered designs in Japanese wool crepe, lined with tea green silk.

Surely do not overlook our Infants' Japanese Silk Crepe Mandarin Jackets—all hand embroidered—real Jap made, at \$4.95. The little real Jap slippers at 59c and 69c, and the baby Jap Silk Kimonos, hand embroidered, sash, roll bottom and wide sleeves, at \$4.95. And, cutest of all, the tiny Jap Wool Challis Kimonos for youngsters—flowered with wide sleeves and a sash that ties in front—\$2.50 and \$2.75.

200 Waists—Lingerie, pink and white, white with colored trimmings. Voiles and organdies—dotted, plain tucked, checkered, striped or flesh color. All ready for you to examine. Any one, \$2.00.

A New Array of Men's Shoes!

It is easy to get a shoe that isn't stylish; but to get one that has both style and comfort is a luxury. The Glass Block shoe department has a new assortment of styles from which to choose, with a variety of lasts.



Nettleton's tan and black Russia calf on either the New York or College lasts, \$7.00. Men's vici kid, on three different styled lasts, with high or low instep—pliable and well soled, \$7.00.

Howard & Foster gun metal and tan calf or vici kid, in five different good-looking lasts, \$5 and \$6.

Howard & Foster arch support shoe—made especially for those with foot troubles or fallen arch, with double shank, \$6.00.

Men's White Sea Island Duck Oxford, regularly \$4.00, special for today only \$3.00. All sizes.

If you have any shoe repairing to do that needs careful attention, send your shoes to us. We have workmen whose business it is to please particular people. When they are repaired a driver will deliver them at your door.

Picnic Specials

What is a picnic without comfort? We've planned for everything. Hammocks—a complete line to choose from—\$1.75 up. Thermos Bottles—the American Thermos is the best made. We have them in 1/2 pints, pints and quarts. Picnic special, \$3.25 quart bottle for \$2.98.

Maple Ware Lunch Sets—This set is large enough to serve six people. Complete with table cloth and napkins. Each set packed in carton, complete set, 23c.

Wax Paper, per roll, 5c.

Paper Plates, 25 in package, 10c.

Paper Cups, package, 5c.

Paper Napkins, per 100, 10c.

Picnic Teaspoons, 15c per dozen.

Picnic Knives and Forks, 5c each.

AMERICANS LIBEL AUSTRALIAN LABOR AT THE LYCEUM

From New England drama to "The Yellow Ticket" will be the jump taken by the Baldwin Players next week at the Lyceum.

Opening with the Sunday matinee "The Yellow Ticket" will be presented all next week with the usual matinees on Wednesday and Saturday.

"The Yellow Ticket" has never been seen in Duluth, although it was presented by Florence Reed for one entire season at the Eltinge theater in New York.

The play is based on a Russian custom which provides that every immoral woman shall wear a yellow ticket to show her vocation. The heroine of the story is a young Russian girl, who in order to escape persecution, takes a yellow ticket. She uses this as a ruse to escape from the country and come to New York. In America she meets and falls in love with a young American, but she is followed by a Russian who tries to use his knowledge of her past to force her to marry him. How her problem is finally solved makes a very stirring dramatic story, and the play was a tremendous success in New York. Mr. Baldwin has tried in former engagements here to secure the rights to the play, but failed. It is expected to prove one of the best offerings of the company to date. The scenes permit of a lavish production, and Mr. Baldwin is taking particular pains with this department next week.

Miss Margaret Williams will have the part in which Florence Reed achieved her greatest stage success. It is a strong, dramatic role, and one which will give Miss Williams her best opportunity for emotional work since she has been in Duluth.

This week's play, "The Road to Happiness," will continue until Saturday night, with the usual Saturday matinee. It is a "comedy of optimism" and tells a story of rural New England life, which has an attractive mixture of comedy and pathos. It is a pretty little love story of an old fashioned type, but Lyceum audiences have enjoyed it thoroughly this week, and it has proved one of the most popular plays the Baldwins have presented this season.

The Labor World in the workingman's paper. Advertise your label goods.

GAINS IN POUGHKEEPSIE.

PUGHKEEPSIE, N. Y., June 28. Because of thorough organization painters and sheet metal workers secured betterment without resorting to strike. The former raised wages from \$3 to \$3.25 per day and the sheet metal workers increased wages 25 cents a day. Both crafts secured the Saturday half holiday, also.

After a two weeks' strike the Plumbers' union has established a wage rate of \$4.28 a day and secured the Saturday half holiday.

FREIGHT HANDLERS QUIT WORK.

BOSTON, June 28.—Freight handlers employed by the Eastern Steamship corporation are on strike to raise wages from 32 to 40 cents an hour for day work, from 40 to 60 cents an hour for overtime, and from 40 to 80 cents an hour for Sundays and holidays.

POLISH BAKERS STRIKE.

DETROIT, Mich., June 28.—Nearly 200 Polish bakers, affiliated to the International Union of Bakery and Confectionery Workers, struck to reduce hours and raise wages. About a score of shops have settled with the union.

Campaign Buttons, Lodge Jewelry Badges, Novelties

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STREETCAR DELAYS

MONDAY, JUNE 26th

Operation over single track on East Superior street, where the pavement is being laid, delayed 5 cars 6 to 9 minutes.

A disabled car at Garfield avenue on the Interstate line delayed the service 15 minutes from 9:45 A. M.

The Interstate Bridge being open delayed the Duluth-Superior cars—8 minutes from 7:14 A. M. 10 minutes from 6:17 P. M. 8 minutes from 8:54 P. M.

A car off the track at 37th Avenue West and Superior street delayed 4 West bound cars 23 to 25 minutes from 1:37 P. M. These cars were switched at 32d Avenue West and sent East.

TUESDAY, JUNE 27th

A house being moved across the track at Smithville at 6:35 A. M. delayed 8 Morgan Park cars from 14 to 24 minutes.

Operation over single track on East Superior street, where pavement is being laid, delayed 5 cars 6 to 12 minutes.

The Duluth-Superior cars were delayed 16 minutes from 6:36 A. M. and 7 minutes from 1:35 P. M. at the Interstate Bridge, which was open.

A steam roller at 40th Ave. West and Superior Street delayed a West Duluth & Aerial Bridge car 7 minutes from 6:46 P. M.

A dump wagon at 26th Ave. West and Third street delayed an East 4th and 57th Ave. West car 9 minutes from 7:40 A. M.

Complaints and Suggestions Always Receive Prompt, Courteous Attention. Telephones: Melrose 260; Lincoln 55.

