

Once then all ways DULUTH UNIVERSAL FLOUR

A happy meeting
A lasting greeting
for General Baking



LOANS

\$50 to \$5,000, up to 1 year.
Weekly or monthly plan
\$50 costs \$4.50 for 1 year
\$100 costs \$9 for 1 year
\$500 costs \$45 for 1 year
Large amounts at same rate.
WHY PAY MORE
The Duluth Morris Plan Co.
20 2nd Ave., West, Tel. 1390-1391

SMITH WILL USE ABATEMENT LAW

Labor Police Commissioner of
St. Paul Goes Limit to Halt
Sale of Liquor.

ST. PAUL, Oct. 6.—The new abatement law, passed by the 1919 legislature, is to be used by Commissioner of Public Safety A. E. Smith in an endeavor to halt the liquor traffic in St. Paul.

This is the same law which is being used in Minneapolis and on the Lake-wood Inn at Duluth. Commissioner Smith today ordered notices of the abatement proceedings to be sent to all owners of saloons which have been raided within the last few weeks in which convictions have been secured. Hereafter, he said, the notices will be sent out in every case.

Although the St. Paul department has been active in raiding saloons, much of this work has been nullified by the sale, generally found to be faked, of the fixtures of the saloon, to some other party, often a bartender under the former owner. This has allowed the same place to stay open though repeatedly raided, the proprietor convicted, and the license revoked.

The state law provides that the finding of liquor in the saloon shall be prima facie evidence that the place is a nuisance, and that the court must enjoin the nuisance if it continues after a notice to the owner.

UNION MAN FOR MAYOR

The Farmer-Labor party of Cincinnati, Ohio, has nominated a full city ticket and has selected as its candidate for mayor Charles Herbst, a member of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. He is 33 years of age, has never been in politics, and has definite ideas concerning the solution of the workers' situation as it affects the workers. Workers of Cincinnati are being urged to vote as they talk and give Herbst an opportunity to do something in their behalf.

SENATOR KNUTE NELSON BELONGS TO PERIOD THAT HAS LONG PAST

What did Senator Knute Nelson of Minnesota say in the senate last Saturday? Only a garbled account of his speech was given in the daily papers. Here is the full speech as it appears in the Congressional Record. Read it, know what the aged senator is thinking about and how his mind runs.

Mr. Nelson, Mr. President, the senator from New Jersey has referred to the lack of housing facilities and to the cessation in great measure of building operations. We all know that that situation prevails throughout the country; but what is retarding building operations today? Nothing in the world so great as the attitude of the labor situation. Union labor insists on war-time wages, with the result that the only people who build in these times of high cost of labor are those who are actually driven as a matter of necessity to do so.

If the men engaged in the building trades—the carpenters, the bricklayers, the masons, and the plasterers—would come down to reasonable and fair wages we would see the greatest building boom that has ever been experienced in this country and there would not be an idle mechanic in the building trades today.

The fact is, however, that the bricklayers, masons, painters, and other artisans are asking for \$1 to \$1.50 an hour, and then in many instances refuse to do the maximum work they ought to do. That condition more than anything else is retarding building operations in this country.

My opinion is, Mr. President, that nothing so retards industrial revival in this country today as the attitude of organized labor in refusing to come down to reasonable wage and a reasonable basis of employment. All over the United States we are suffering because of that situation.

In the case of transportation, the railroads are unable to reduce the rates because of the high cost of operation arising from excessive wages which their operating demands, and which they were accustomed to receive during the war under the administration of Mr. McAdoo as director general of the railroads.

Until there is a reduction in that high scale of wages and a change in the demand as to limited hours and other peculiar conditions, including the bonuses which were provided in the days of the war, the outlook for the people of this country securing cheaper transportation rates and better facilities is hopeless, and without cheaper transportation rates there will not only be a failure of industry to revive as it ought to revive but, more than that, the farmers of this country will labor under a severe handicap.

Aside from the railroads, I can not conceive of any industry, Mr. President, where there is a greater opportunity for revival, for an increase of activity in all directions, than in the building trades. We all admit that there is a scarcity of buildings throughout the country, but the high cost of labor and the high cost of material—and labor is a factor in that high cost, in fact, labor is what makes building material high—deter building operations.

I have been told by the junior senator from New York (Mr. Calder) that bricklayers in the city of New York are asking \$14 a day for eight hours' work. We all know that the unions do not allow their members to do the maximum amount of work, but they are only allowed to lay so many bricks a day, for instance, or to do so much work along other lines a day, and no more.

If we could get labor in the building trades at fair and reasonable wages, and if men would exert themselves as they did in the old times, you would see the greatest building boom that you have ever seen in this country. I am a friend of the laboring man, but I am sorry to say that we are threatened with idleness and lack of employment in this country; and these men are themselves to blame if there is any lack of employment.

I have no doubt, Mr. President, that if instead of charging from \$10 to \$15 a day in the building trades they would come down to \$4 or \$5 a day, there would be such a revival in the

building trades in this country as was never known before, and there would be a bricklayer, a single painter, or a single bricklayer, a single painter, or a single plasterer idle in this country. There would be an abundance of work; and what an encouragement it would be to the farmers of this country, who are suffering from low prices, if the railroad employees who are today pro forma threatening the country with a strike would come down to reasonable wages!

I have for a long time thought over this industrial situation, Mr. President, and to me it seems that there is nothing in this country that today so retards the industrial revival as the attitude of union labor throughout the country in all the trades and employments, transportation and building trades and in all directions.

The farmer has had to submit to lower figures. The farmer has been obliged to sell his products at a sacrifice, compared with wawr prices, of more than 100 per cent. Farm labor has gone down. In my country, a year ago last summer, men were charging from \$6 to \$7 a day to work in the harvest fields and threshing. Farm labor has gone down to \$3 or \$4 a day, which is a fair wage; but how is it in reference to the operatives of our railroads? How is it in reference to the mechanics engaged in our building trades? They have not come down; and when Judge Landis the other day made a reasonable reduction for the building trades in Chicago—I thought it was very moderate and very reasonable—yet, Mr. President, they protested and threatened to strike. Under such conditions, if they find themselves in a state of idleness they are themselves to blame.

There would not be many idle men in this country today if union labor would come down to a reasonable and moderate figure in conformity with what is occurring in other lines of business and in other directions. Until we reach a lower level of prices in connection with union labor, and until we get more effective service, it is useless to look for a return of prosperity and a complete revival of the industries of this country.

I am aware of the fact that I may be stepping on the toes of some of these gentlemen who are the leaders of labor organizations; but, Mr. President, I am getting to be an old man. I do not expect to be with you very long; and for that reason, if for no other, I feel at liberty on this occasion to express my honest convictions. I trust that the convictions I have expressed here today may permeate throughout the whole country, and that union labor all over the country will take heed and listen to them.

We are now threatened with a railroad strike. The men have taken a vote, and they are posing as ready to take the whole country by the throat again, as they were at the time the Adamson law was passed. Let me tell you a little incident.

You all know that I was born in the little, mountain country of North Carolina, of poor parents, and practically all the railroads in the country are owned and operated by the government. Last winter the men who work on the railroads concluded to have a strike there. They laid their heads together, and undertook to tie up all the railroads in that country. What happened?

The business men in the cities and the high officials of the railroads managed to operate enough trains across the country to carry the mails and bring supplies and provision to the cities, so that there was no suffering, and then they let the strike go on. The strikers were all the time desiring to negotiate with the government. The government said, "We will not negotiate with you until you quit striking"; and at the end of 14 days they were glad to lay down their arms and glad to come back to work and glad to resume their duties, as they did. I venture to say that the final experience of 14 days was such a lesson to them that they will never again call a strike.

Mr. President, I am getting tired of these strike threats. With that matter in view that came under my observation, I do not know but that it would be a good thing for the country if these railroad men should start on a strike. Let the people of this country once for all understand what these men mean by their striking. Let the people realize that they will be deprived of their food supply, their fuel, and everything else. If these men ever embark on a strike that leads to such results, I venture the prediction that the American people will rise in their might and wipe them from the face of the earth.

We can not tolerate in this country a government or a rule stronger than the people of the United States. We can not tolerate a government within a government. We can not afford to have any people take our country by the throat and say, "You must do as we want or we will destroy everything in this country. We will hold up the entire transportation system of the country and deprive the cities and the towns of their fuel, their food supply and everything else, unless you do as we want." It is time, Mr. President, that we taught these men the lesson that they are not bigger than the government of the United States.

TINKHAM RETURNS FROM PLUMBERS' CONVENTION

H. R. Tinkham has returned from Providence, R. I., where he represented Duluth Plumbers' union N. 5, 11 at the convention of the United Association of Journeymen Plumbers and Steam Fitters of the United States and Canada.

General President John Coefield of San Francisco was re-elected as was also Thos. E. Burke of Chicago, secretary-treasurer. There were several changes among the vice presidents. All of the organizers were re-elected excepting Thos. B. Clark of Chicago.

Autumn Suits

Fancy and Tailored Velour De Laine Modes---
The Bulk of Them Our Own 35.00 and 37.50

\$25

Tomorrow: One hundred and five suits in fifteen to seventeen distinct styles For 105 young women and matrons who have been longing too long for a two-piece garment to take the place of the one which has seen better days—and who, like most of us, own a purse that has its limitations.

We have no apologies to make for these suits—they are what Fashion has made them, and Fashion never did make them to sell for as little as 25.00. Not by a long shot.

—Braid and floss embroidery; long and short jackets—smartly tailored or a wee bit festively flared. Including modes to 45.00 as prices run today.



Fur-Trim

Modes fur trimmed at collar and cuffs use:

- 1. Beaverette, which is a genuine clipped fur, not a fabric.
- 11. And Australian Opossum, which is used very much on higher-priced suits.

—Sizes as large as 44. Every suit silk lined throughout. As neatly stitched as any suit can be. See our window display so you can judge for yourself.

The Glass Block

"The Shopping Center of Duluth"

NELS PERRY, OLD TIME UNION MEMBER, SUMMONED

Nels Perry, a member of the Duluth police force, died at St. Mary's hospital Sunday morning of pneumonia. He had been sick but three days. The funeral was held Wednesday attended by his fellow police officers.

Perry suffered from a rupture and went to the hospital last Wednesday for an operation. Pneumonia followed the operation from which he died.

Nels Perry was appointed to the police department as a patrolman in 1907. He was then president of the Ore Dock Workers' union and was denied employment on the docks on account of his participation in the strike. Mayor Cullum appointed him patrolman and he served as such with an unblemished record until his death last Sunday.

CHURCH SOCIAL WORKER TO BE DULUTH VISITOR

Rev. Worth M. Tippy of New York, executive secretary of the committee on church and social service of the Federal Council of Churches of Christ in America, will arrive in Duluth this morning, Friday.

Dr. Tippy is well known among the labor unions. The local interchurch council committee has arranged for an informal meeting with him at the

U. S. "CLEAN-UP" SQUADS AIDING EX-SERVICE MEN

WASHINGTON, Oct. 6.—The United States veterans' bureau reports that its "clean-up" squads, sent all over the country, have rounded up hundreds that the government is willing to aid them with free hospital treatment and medical care, vocational training and compensation. To date more than 18,000 cases have been received through the medium of these squads.

The veterans' bureau is the result of a consolidation of three soldier-relief agencies established by the government.

NEW FALL HATS
Newest shades and styles at The Big Duluth.

KELLY-HOW-TROMSON CO.

HONORARY

DULUTH, MINNESOTA

Tallest in Duluth

The Northern National Bank is open Saturday evenings from 6 to 8 o'clock. A bank officer is always in attendance ready to assist you in any banking transaction.

Northern National Bank

Alworth Building

Resources Over \$6,000,000.00

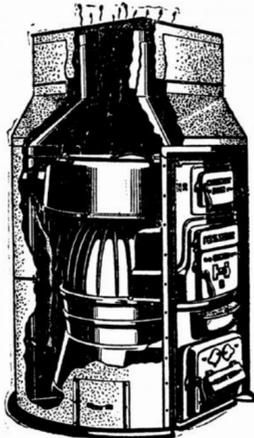
THE NEW PENINSULAR PIPELESS FURNACE

IS A MIRACLE WORKER and is a proven success for heating and ventilating homes, halls, churches, schools and stores.

Burns Any Kind of Fuel,
SOFT COAL, HARD COAL, WOOD, COKE
OR NATURAL GAS.

This new Peninsular Pipeless Furnace System heats the whole building with one-third less fuel than any other heating system. No piping required—can be placed in an old or new building quickly and easily and produces a large volume of fresh, warm air.

Note the size of the big double feed door, 12 1/2 x 14; large enough to take a chunk of wood or coal as large as you can carry. This is a wonderful feature and is found on few other pipeless furnaces. Water pan is filled from the front, which is very convenient and is always in front of you when firing the furnace to remind you to fill it.



Enger & Olson Inc.

WE UNDERSELL THEM ALL

COMPLETE HOME FURNISHERS

LUMBER

At Prices That
Are Right

MILLWORK OF
ALL KINDS.

NU-TILE
Asphalt Shingles

Carried in Stock
Send us your
list for an
estimate.

Baxter Sash
and Door
Co.

Duluth, Minn. Melrose 1360

Money Sent Anywhere—Safely, Promptly—N. Y. Rates—Public National Bank of N. Y. 102 Manhattan Bldg., Duluth.