

NEWS TRIBUNE SIDES WITH LABOR BUREAU

Defends Labor Commissioner McEwen Against Criticism of Certain Employers.

**M'EWEN'S ACTIVITY ON
BEHALF WOMEN WORKERS**

**Has Incurred the Antagonism of a
Certain Class of Twin City
Manufacturers.**

The following editorial taken from Wednesday morning's News Tribune is so true and convincing in theme and treatment that the associate editor of this paper has taken the liberty to reproduce it without permission either from Mr. McEwen or Editor Mitchell. For his presumption in so doing he may have to apologize to both gentlemen, but he feels very sure the readers of this paper will vindicate his action in borrowing the article.

"Protecting Women Workers."
"Some of the Twin City manufacturers who use a large amount of female labor, do not take kindly to the warning issued by State Labor Commissioner McEwen to young women coming to Minnesota cities. They call it warning them away from the state, which it is not."

"Mr. McEwen's bulletin, which has been posted in railway stations, reads as follows:

"Do not go to the large cities for work unless you are compelled to."
"If you must go, write at least two weeks in advance to the Woman's department Bureau of Labor, St. Paul, or to the Young Women's Christian association in the city where you want to work."

"They will obtain for you such a position as you ask, tell you about wages, boarding places and the work."
"Two days before you leave home, write again and tell the day and hour when your train will arrive, and a responsible woman will meet you at the station and take you safely to your destination."

"Do not ask questions from strangers nor take advice from them."
"Ask a uniformed railway official or a policeman."

"This is certainly proper for the state bureau. Whatever the selfish needs of manufacturers may be, they should not be met at the risk of the ruin of any girl attracted by such labor opportunities. Where there is not sufficient resident labor of the kind desired, the manufacturer can also avail himself of the services of the state bureau to complete his supply from other cities of the state."

"The fact remains that no young girl should go to any city seeking labor unless she has friends or relatives to whom she can go directly, or without using the precautions advised in this bulletin. Moreover, no young girl who is traveling alone should ask questions of strangers nor take advice from them, no matter what her station."

"There is always on the trains and at stations officials of whom inquiries can be made. They are a safe source of information; others may be or may not be safe, and in any event there are established agencies everywhere to meet just such emergencies, and they should be used."

"We regard Mr. McEwen's bulletin as one of the best acts of his administration and it shows that the woman's department of the labor bureau is preparing to take advantage of its enlarged opportunities to help and to protect the self-supporting woman."

OBJECT TO NEGROES AS CENSUS TAKERS

Only White Enumerators Are Desired Below the Mason & Dixon Line.

It Is Insisted That Negro Enumerators Be Confined to Negro Sections.

WASHINGTON, July 8.—Concerned about what they suppose to be the possibility that negroes may be sent into the homes of the white residents of the South as enumerators to gather information for the thirteenth national census, Democratic members of congress will urge President Taft to give instructions that only white enumerators shall be employed in districts south of the Mason and Dixon line. Representatives of the southern states in congress say that they have little hope of preventing the employment of negroes unless the president interferes.

Reports of the experience of the Virginia delegation in seeking a portion of the census patronage from that state disturbed the southern representatives. Senator Martin and Representative Hay of Virginia, it is said, were informed by Director Durand that the recommendations of the Republican referees in the southern states would govern, wherever possible, in the designation of supervisors of the census. The supervisors will select enumerators and it is desired by southern congressmen that they shall be instructed not to employ negroes except for sections where none but negroes reside.

LABOR BUREAU WANTS HOME IN COURT HOUSE

Department Has Asked That Room Be Assigned in New County Building.

It is probable the Duluth branch of the State Labor Bureau will be given a home in the new court house. A room in the building has been asked for and the county commissioners have the matter under consideration. Miss Jean Poirier is the state labor inspector, department of women and children, for this city. At present she has an office in the basement of the city hall, in the rooms occupied by the Associated Charities.

In Minneapolis and St. Paul the labor bureaus are given commodious quarters and it is expected that the county commissioners will find a place for the local bureau in the big building at Fifth avenue west.

EXCLUSIVE WOMEN'S CARS A FAILURE

The officials of the Hudson and Manhattan Railroad Company have decided to discontinue the special cars for women between Hoboken and Twenty-third street, for this city. The president of the road, when asked yesterday said:

"When the cars for the exclusive use of women were started on our line on March 31, we stated that it was an experiment and that the company reserved the right to discontinue them if they should not be sufficiently patronized. We have made a long and thorough test and much to our regret, we find that there is not a sufficient demand on the part of the women for exclusive cars."

SUGAR TRUST IS INDICTED AT LAST

**Federal Grand Jury After Long
Investigation Returns an
Indictment.**

**Document Is the Most Voluminous
Returned by Grand Jury
for Many Years.**

NEW YORK, July 8.—A blanket indictment in fourteen counts charging the American Sugar Refining Company, its officers and directors, and certain agents with conspiring to restrain the trade in raw and refined sugar, was returned to Judge Hand in the United States circuit court a few days ago by the federal grand jury. The indictment charges that the defendants conspired together to prevent the Pennsylvania Sugar Refining Company from competing with the trust, and accomplished that purpose through a loan of \$1,250,000 to Adolph Segal, which was secured by 25,000 shares of the stock of the Pennsylvania Company, giving the trust a voting control of the concern.

The indictment is the result of an investigation by the grand jury extending over many weeks, brought about by the settlement of a suit of the Pennsylvania Company against the trust for \$30,000,000, triple damages for \$10,000,000.

The opening paragraph of the indictment, which is the most voluminous returned by the New York federal grand jury in many years, sets forth that the American Sugar Refining Company controls about 90 per cent of the trade and commerce in raw and refined sugar in the United States, and is engaged in trade and commerce within the meaning of the Sherman act under which the indictment is found.

EDITOR WARREN IS SENTENCED TO JAIL

**And Also Fined Fifteen Hundred
Dollars By Federal Judge
Pollock.**

**For the Offense of Sending Certain
Printed Matter Through
the Mails.**

FORT SCOTT, Kan., July 8.—Upon the conclusion of a speech remarkable as it was unprecedented, Fred D. Warren, editor of the Appeal to Reason, in Federal Judge John C. Pollock's court, was fined \$1,500, ordered to pay the costs of prosecution of his case and sentenced to six months in all. Warren was recently convicted here of the charge of sending through the mails an offer of \$1,000 reward to any one who would capture ex-Governor Taylor of Kentucky and return him to the authorities of his native state, where he was wanted for the murder of Governor Goebel.

The court overruled motions for arrest of judgment and new trial, but after imposing sentence granted the defendant seventy-five days to prepare papers for an appeal. Warren was released on bonds of \$2,500, his bondsman being John H. Corder, a prominent Republican of Fort Scott, who, though a stranger to Warren, volunteered to act as surety for the latter's appearance in court. The argument on a motion for a new trial will be argued in the federal circuit court at St. Paul in November.

WEEK END EXCURSIONS FOR TRAVELING PUBLIC

Via the South Shore for Detroit, Toledo, Cleveland and Buffalo by rail to St. Ignace, thence D. & C. N. Co.'s steamers, leaving Duluth every Friday, to Detroit and return, \$17.00. Limit September 15.

EIGHT THOUSAND MEN ARE NOW ON STRIKE

Efforts of Steel Trust to Inaugurate Open Shop Meet Determined Resistance.

**STRIKE ORDER OBSERVED
EVEN TO THE LAST MILL**

**Three Thousand Tin Workers
Will Cooperate With Strikers
in Rolling Mills.**

PITTSBURGH, July 8.—With the strike order being observed even to the last mill, officials of the Amalgamated Association of Steel, Iron and Tin Workers declared that they were satisfied with the situation and pointed out that the claims of the Steel trust officials relative to any dissatisfaction in the ranks of the strikers were not well founded.

In reply to the statement made by President E. W. Parny of the American Sheet and Tin Plate Company, to the effect that 70 per cent of the company's sheet plants and 40 per cent of the tin plate plants were operating, President McAdams of the Amalgamated said:

"This is just the percentage of the company's capacity that has been non-union for years past, so the trust evidently does not claim to be operating any of the plants affected by the strike order."

The union leaders claim that the retaliatory steps of the Steel corporation in the attempted opening of the Monongahela and Demmler plants has failed owing to the lack of men to fill the positions. It is claimed that in the big plants involved in the strike where the company made the most determined effort to induce the men to ignore the strike order are tied up absolutely, not a man reporting for work. The total number of men out now is said to be about 8,000, besides the day labor affected by the suspension.

3,000 More to Join.

A new factor in the strength of the position of the union men is the determination of tin workers to refuse to work with non-union rolling mill men. In the tin mills of the Greer and Shegango at Newcastle alone are 3,000 men employed. These have announced their determination to join the strikers. Their example will likely be generally emulated and will add six or seven thousand more men to the force of the strikers.

Officials of a number of the plants of the American Sheet and Tin Plate Company are in Pittsburgh. No official statement has as yet been made, but it is known the trust officials will plan to immediately reopen a number of the larger plants closed by the strike order. The "open shop" rule will prevail and the union men now on strike will be invited to accept their old places.

Secretary Williams of the Amalgamated says he had heard such a report and declared: "If this is the case the union will carry the fight into the enemy's country. We have not attempted to persuade the men employed in the non-union shops, but in this case we will free-lance among them and I believe we can tie up every mill operated by the American Tin Plate Company. Using the same figures as is used by the trust officials in their statements as to the extent of the strike, I would say there are fifteen thousand men out on a strike."

NEW YORK PAINTERS FAVOR LESS LOCALS

**Membership Decided By Majority
Vote to Reduce Number From
Ten to Four.**

**Have Opened an Enrollment Office
to Ascertain Individual
Preferences.**

NEW YORK, July 8.—The Brotherhood of Painters of this city have opened an enrollment office at Brevoort hall, 154 East 59th street, where all members wishing to express their opinions as to whether they will remain in the old locals or whether they wish to join the new, can do so.

According to the secretary of the new office, the membership decided by a majority vote to reduce the locals from 10 to 4, with a fifth local in the Bronx. Two of the old locals remained, the Paperhangers' Local, 409, and the German speaking local, 409. The two new locals are 651 and 701.

The Hebrew local, 1011, however, refused to abide by this vote and issued an injunction through Judge Blanchard of the supreme court, restraining the membership from making the new move.

DULUTH MAN ELECTED CONVENTION DELEGATE

**Captain Martin Cole Will Represent
the L. T. P. A. at Galveston,
Texas.**

Capt. Martin Cole of this city is one of the delegates elected by the Licensed Tugmen's Protective association to the International Longshoremen's convention which will be held in Galveston, Tex., next week. Nearly all the lake organizations have elected delegates to represent them at the meeting, which will be called Monday.

Some of the delegates who have been chosen are:

Licensed Tugmen's Protective association—Capt. T. V. O'Connor, Buffalo; Capt. Martin Cole, Duluth; Capt. Charles McCauley, Chicago.

McCarty, Cleveland.

Dredge Workers' Protective association—Claude Wirth, Buffalo; A. Perounghty, Buffalo.

Drill Makers' association—John Dickie, Buffalo.

Fishermen's association—John French, Erie.

The delegates from the lake ports are boosting Capt. T. V. O'Connor for president of the international association.

SIX THOUSAND MEN HEED STRIKE CALL

**Strange Condition of Affairs
Among the Mine Workers in
Cape Breton.**

**Press Dispatches Class Strike as
Trial of Strength Between
Two Unions.**

SYDNEY, C. B., July 8.—The strike of the United Mine Workers of America, which is regarded as a contest between that organization and the Provincial Workmen's association, the members of which latter organization remained at work took place at the collieries of the Dominion Coal company a few days ago. About 6,000 men failed to appear at the mines for work. Both organizations claim the majority of the workers in the mines.

The agitation of which the strike is the culmination has been in progress for nearly a year, over the efforts of the officials of the United Mine Workers of America to secure recognition by the company operating in this province. The American leaders have been strongly opposed by officers of the Provincial Workmen's association and by the coal company, whose managers declared that the American leaders were seeking to divert the Canadian coal trade to the collieries in the United States.

During last month the controversy between the two labor organizations became very bitter. Fearing violence, the coal company built stockades around the mines, with electric wires capable of carrying high power currents on top. The company also enlisted more than 150 special officers for guard duty.

Until reports are received from all the outlying mines the extent of the strike will not be known definitely. The strike is expected to demonstrate the comparative strength of the two organizations.

WOMEN'S LEAGUE IN ENGLAND.
The Women's Trade Union League of London, England, has now a membership of over 3,000. A good deal of time has been devoted during the past year by the president and secretary of the league to helping the work of the Anti-Sweating League.

A GOOD SELECTION FOR FIRE CHIEF

**Joseph Randall Promoted to
Head of Department By the
Commissioners.**

**Appointment Is Most Satisfactory to All Citizens of
Duluth.**

Joseph Randall was made chief of the city fire department by the board of fire commissioners at their last meeting to succeed the late John T. Black. Mr. Randall has been acting fire chief since the death of Mr. Black and his promotion to the head of the department was expected.

Fred E. Granow was promoted from second assistant chief to first assistant and C. W. Wilson, captain of chemical engine No. 1, was promoted to second assistant chief.

Until the death of the late Chief Black Mr. Randall was first assistant chief. He served in this capacity for many years and he is credited with having thoroughly earned his promotion.

The board of commissioners went on record for drastic measures in enforcing the ordinance relative to the use of dynamite by building contractors within the city limits. Complaints have come to the department from many sources that contractors have been flagrantly lax recently in the use of this dangerous explosive, and investigation has disclosed the fact that many of them have been using dynamite without taking out the permit required by law from the office of the city building inspector.

The fire board will be active in the future in compelling contractors to comply with the city ordinances, and infractions of the law will be seriously dealt with.

HONEST REVISION OF TARIFF HAS FAILED

**Reformers Contend Their Only
Hope of Relief Is Non-Par-
tisan Action.**

**PROPOSED SCHEDULES
ARE NOT SATISFACTORY**

**Senator La Follette Threatens to
Hold Up the Whole
Measure.**

WASHINGTON, July 8.—With the understanding that the entire tariff bill was open for amendment, the first business yesterday in the senate was the adoption of all paragraphs to which senators had no further objection. The program provided that as soon as this had been done the body would proceed to consider the various amendments upon which votes should be taken. The tobacco tax it was generally agreed would be vigorously opposed by the minority senators, who object to any tax on the weed.

Speaking on the evolution of the tariff schedule yesterday, Senator Newlands said in part:

"No material changes can now be made in the bill, and the only question before us is whether we may not, by some general provisions, plant the seed of a rational tariff system under which excessive tariff duties may be gradually reduced and the tariff taken out of politics."

Not Honest Reform.
"The legislation thus far shaped is almost barren of results in accomplishing what the president doubtless has in view—an honest revision of the tariff, following the rule laid down by the Republican platform."

"The revision of the senate has doubtless been upward rather than downward. As the senate has made practically no reductions, all that conference could accomplish would be acquiescence in the moderate reductions of the Payne bill; so that conference presents an opportunity for little relief and the only remaining expedient is a veto of the bill. It would be difficult for the president to accomplish what he desires by a veto, unless he wishes to record his condemnation of party breach of faith, and the only alternative will be to accept the bill and press on later for ameliorative legislation."

Get It Out of Politics.
"It is not my province to proffer advice to the Republican party, but I am deeply solicitous that our action here, even though it may not meet the just expectations of the country, shall contain the seed of a rational tariff system which will gradually, by a process of evolution, eliminate the tariff from politics just as the railroad question has been taken out of politics by the creation of the interstate commerce commission."

"I feel assured that if the Republicans were fairly applied it would result in a considerable reduction of duties and that much relief would come to the country from it; and I feel assured that if the American people were satisfied that a fair effort was being made to comply with this rule, through some competent tribunal organized by congress, tariff agitation would practically end."

Clapp Joins Opposition.
Senator Daniel desired all reference to tobacco reserved, while Mr. Clapp made the same request respecting the creation of a tariff commission. Senators Burton and Dick made reservations of a large number of paragraphs relating to the pottery industry, while both Senators Beveridge and Bulkeley reserved their sections levying duties on watch movements. There were also many other reservations.

When it looked as if a vote would immediately be taken on the unreserved paragraphs as a whole, Mr. La Follette entered an objection and it looked for a time as if he might prove to be a formidable obstacle in Mr. Aldrich's pathway. Mr. La Follette said that he had no opportunity to inspect the reprint of the bill as acted on by the senate in committee. He would not respect the supposed unanimous consent agreement unless he could be assured of an opportunity to present such amendments as he might desire to introduce.

La Follette On War Path.

With regard to the unanimous agreement he expressed doubt, whereupon Mr. Aldrich remarked that the records would show that there had been such an agreement.

"If there was," responded the Wisconsin senator, "it was very hasty and was consummated in such a way that many senators did not understand."

He said that he had no desire to hinder the progress of the bill, but added that if he could not receive the assurance he desired he might feel compelled to reserve all of the paragraphs of the bill until he could select the paragraphs he desired to amend.

LOOKS DOWN BARREL WITH USUAL RESULT

NEENAH, Wis., July 8.—Roy Redland, a boy, had one eye blown out by a toy pistol, which went off when the lad looked into the barrel. The eye was completely destroyed. Harry Smitzer was trying to fix his revolver when the shell exploded, the wad going through his hand.

FORMER DULUTH BOY NOW R. R. PRESIDENT

**W. G. Lerch, Son of Deputy Sheriff
Lerch, as Head of Tennessee
Central Railway.**

R. S. Lerch, deputy sheriff on duty in the district court rooms, has just received word that his son, W. G. Lerch, has been appointed acting president of the Tennessee Central railway, which operates 500 miles of road out of Knoxville, Tenn. W. G. Lerch is well known here, and began railroading as secretary to the president of the Duluth, Missabe & Northern. After leaving here he was secretary to the president of the Colorado Midland and later chief clerk and secretary to the president of the Chicago & Alton. Later he was assistant to the president of the Mexican Central before the government took over the line.

FACTS OF INTEREST ABOUT RAILROADS

**Gleaned From Latest Reports of
the Interstate Commerce
Commission.**

**Roads Resort to Every Means to
Defeat the Commission in
Its Progress.**

It will be remembered by many how ardently the railroad owners opposed the 2-cent fare, claiming at the time that the revenues were hardly large enough to pay operating expenses. Nevertheless, the following facts taken from the reports of the interstate commerce commission for the year 1908 will make some very interesting revelations concerning the railroads:

Miles of Track.

The total mileage of single track 227,975.26. If we were to allow 10 feet space for each track we would have a strip 90 feet wide and long enough to encircle the globe, or the number of miles of road would encircle the globe 8 times. The total mileage of all tracks, including yards, sidings and double trackage, is 327,454.26.

Number of Roads and Equipment.
The number of roads is 2,440, the number in the hands of receivers is 29, the number of locomotives in service is 55,336, the number of cars, all kinds, 2,126,594. The number of locomotives, per 1,000 miles of road, is 248; the number of cars, per 1,000 miles of road, is 9,350.

Employees.
The number of employees up to June 30th, 1908, was 1,672,074. The average number of employees per 100 miles is 735. These employees are in direct control of trains: Engineers, 65,267; firemen, 66,384; conductors, 48,869; other trainmen, 134,257; switch tenders and watchmen, 53,414. All employees are included in the following divisions: Administration, 64,808; maintenance of ways, 638,003; maintenance of equipment, 362,181; for conducting transportation, 718,465.

Wages and Salaries.

The total amount of wages and salaries paid to all employees amounted to \$1,072,346,427. It can be clearly seen when we examine the wages paid with the number of employees we find that what we have believed to be true regarding the railway men as being highly paid for their services, we find the opposite to be true, the average for all employees per year being but \$645.

Earnings and Profits.
The earnings for the year 1907 was \$2,589,106,578. Net earnings \$840,589,868. Operating expenses \$1,748,515,714. The revenue from the passenger traffic amounted to \$564,606,343, an increase over 1906 of \$54,473,769.

Uncle Sam paid to the railroads for the carrying of mails the sum of \$50,378,844, an increase over 1908 of \$3,007,511.

The gross earnings per mile of road was \$11,383, the operating expense per mile was \$7,637, leaving the net sum of net profit of \$3,696. Let us for a moment turn back to the average wage of the employee and compare the net profit with the wage of the employee. We find that the profit is five and a half times greater than the average wage. We find this condition among the men who risk their life and limb, the men who perform the most arduous labor, and yet their wage is little better than the common laborer.

The net earnings from the operation of the roads was \$840,589,868 and the income from other sources, such as lease of road, interest on bonds and dividends from bonds, making a grand total of all incomes and earnings \$1,127,173,706.

Accidents.

The total number of casualties for 1097 were 122,855, of which number 11,839 were killed and 111,016 were injured. The number of passengers killed were 610 and the number injured 18,041. The total number of persons other than passengers or employees were 6,695 killed and 10,331 injured. Taking as a basis for all employees, one employee was killed out of every 365 and one injured out of every 19. When we confine ourselves to the men who work upon the trains we find that one was killed out of every 125 employed, one injured out of every eight employed.

The commission makes the statement that the railroads have tried every means to defeat the commission in the duties of its office. The roads have used the injunction in many cases to good advantage in their own behalf. Whatever the mouthpieces of the railroads may say to the public in their honeyed phrases; however they may have deluded the people, the public conscience will be awakened to a realization of the wrongs that they have thrust upon the people, and it is safe to assume that when the people are wakened to these wrongs, the roads will receive little mercy at their hands.

BIG LAND RESERVES SOON TO BE OPENED

**Government Will Give Citizens
Opportunity to Obtain Homes
In Inland Empire.**

**THOUSANDS OF ACRES OF
VALUABLE LAND OPENED**

**Registration of Applicants Will
Begin July 15 and Continue
Until August 5.**

SPOKANE, Wash., July 8.—Coeur d'Alene Indian reservation in Idaho, where 200,000 of its 400,000 acres of agricultural, grazing and timbered lands will be distributed among homesteaders by the government lottery plan at Coeur d'Alene, 32 miles east of Spokane, beginning the morning of August 8, is one of the three reserves in the inland empire to be opened this year. The other two are the Spokane in eastern Washington, 6,000 acres of agricultural lands, and the Flathead in western Montana, with 450,000 acres of agricultural and grazing lands. Those eligible to settle on this land must register at either Kalispell or Missoula, Mont., for the Flathead, and at Coeur d'Alene for the Coeur d'Alene, and at Spokane for the Spokane reservation. Registration will begin on July 15 and continue until August 5. All applications for registration must be mailed in a plain envelope, 3½ by 6 inches, to James W. Witten, superintendent of opening, Coeur d'Alene, Idaho.

The passing of the reserve from the hands of the historic tribe to white settlers marks an epoch in the annals of the northwest; its settlement next April means homes for from 7,000 to 10,000 persons, probably many of them from crowded cities in the east, and the development of the lands will add several millions of dollars annually to the wealth production of the inland empire.

In Kootenai County.

The reservation is situated wholly in Kootenai county, Idaho, and contains approximately 625 square miles or 400,000 acres of land, of which two-thirds is cultivatable and capable of high development. The rest is heavily timbered with white and yellow pine, cedar, fir and tamarack, and is subject to entry under the homestead laws at its appraised value. The cost of these lands has not yet been determined. While the principal crops produced are wheat, oats and hay, the soil has proved itself to be admirably adapted to the cultivation of potatoes, sugar beets and other root crops, also tree and vine fruits.

The Indian population of the reservation is 500 Coeur d'Alenes, of whom 355 are males. There are also 97 Spokane Indians. A census taken early this year shows the sexes are nearly evenly divided. These people each own 160 acre of land and have 2,500 head horses, 1,200 cows, 600 hogs and 175 sheep. The reserve is traversed by the Chicago, Milwaukee & Puget Sound railroad and the Tekoa-Burke branch of the Oregon Railroad and Navigation company, the latter carrying all members of the Coeur d'Alene tribe free of charge between Tekoa, Wash., and Caldwell, Idaho, 57 miles, as the result of a contract made when the Harriman people secured a right-of-way across the reserve in 1889. The main line of the Milwaukee is reached by steamer on Coeur d'Alene lake from Coeur d'Alene.

LAKE CARRIERS ARE 600 MEN SHORT

**Engineers Feel Confident That
the Final Settlement Is Near
at Hand.**

The strike situation, as far as can be ascertained, is in about the same condition that it has been for some months. The strikers claim that the decision requiring the return of licenses to striking strikers has not affected them in the least, and that there have been no members of the Marine Firmen's Benefit association going over to the opposition for at least three weeks. According to the statement of the union men, it requires 1,000 engineers to operate the Lake Carriers' fleet. Of this number they admit 300 of their own members have signed up or have been threatened or coerced into signing, and about seventy-five others, mostly men who would not be considered by the Lake Carriers' association under ordinary conditions, are working.

It is the consensus of opinion among those who know whereof they affirm and who are not interested with either party, that the settlement of the strike in a manner honorable to all concerned is very near at hand.

PASSENGERS MUST KEEP OUT OF PILOT HOUSES

The supervising inspector of steam vessels has notified the local inspectors that the rules relative to excluding passengers from the pilot houses must in the future be rigidly enforced. The rule relates to all vessels carrying passengers for hire, and the notice makes special mention of those boats employed in the ferry service.