

EDITED BY O. M. BOYLE

Organization Z. W. Craig of the State Federation of Labor spent three days in Crockett last week in company with Charles Melner and Charles Oliva of San Francisco and succeeded in getting many of the sugar workers in that town to enroll themselves under charter 12,077 of the American Federation of Labor issued at Washington on April 18 last. The charter arrived here during the strenuous times immediately after the April disaster. Since then the matter had lain dormant, although several previous but unsuccessful attempts had been made to rejuvenate the local. The sugar workers of San Francisco have always been successful in negotiating agreements with their employers and California and Hawaiian Sugar Refining Company of Crockett, having usually been fair toward organized labor, is expected to recognize the union just revived.

The honor of making the initial donation for a fund for the aid of members of the International Photo-Engravers' Union who have tuberculosis to the San Francisco Photo-Engravers' Union No. 8. Delegate Andrew J. Gallagher, while at the late International convention, promised that his union would start the movement by a contribution of \$500. His union has made his promise good. Delegate Gallagher was constrained to make this promise not only because he was thoroughly in accord with the idea of caring for members afflicted with the dread disease, but to show appreciation for the generous manner in which sister unions came to the rescue of No. 8 after the great calamity of last April. Other unions are adding to the fund and it is said that at the next convention there will have been accumulated a sufficient fund to be of great service to the afflicted. Photo-engraving is essentially a chemical process and persons so engaged come in contact with many poisons and consumption finds easy access into the system of those not physically strong.

George B. Benham, representing the Labor Council in Sacramento, has submitted the following report on labor bills: "The following bills were defeated in the Legislature: Free textbooks, armed guards, people's vote on Asiatics, tuberculosis and fixing attorney fees by judges. The following bills passed both houses: Board Barber Examiners, Board Horseholders Examiners, eight hours on street cars, child labor, eight hours for women, employers' liability, election day from 6 a. m. to 6 p. m., ten hours for drug clerks and appropriation for Labor Commissioner. Bills signed by the Governor: Extending hours for voting and employers' liability. Bills Governor will sign: Ten hours for drug clerks; seems favorable, appropriation for Labor Commissioner; seems unfavorable, child labor, unknown barbers' examiners and horseholders' examiners. Governor will not sign: Carmen's eight hour and women's eight hour." Benham will present a detailed report at the next meeting of the council, when full knowledge of results will be available.

The Labor Council at the Friday night meeting authorized President Bell to appoint a committee of fifteen to make arrangements for a Labor day celebration. The Cemetery Workers' Union reported that the A. F. of L. had endorsed its wage scale and eight-hour day. The reorganization of the Cemetery Workers' Union No. 274 was placed in the hands of the organizing committee. It was decided to declare an intention to levy a boycott on Clark's bakery. The proposed boycott on the Tompkins Dance Hall and Kennedy's milk depot were laid over for one week. The wage scale and agreement of Pie Bakers' Union No. 274 was referred to the executive committee.

"The Machinists' Union will soon be in the capitalistic class," said a Cleveland member recently, just after a visit of National President James O'Connell and First Vice President Peter Condon of the national organization. "The nation's body is more prosperous now than ever before in its history, even before the general strike all over the country in 1901," he continued. "We have about \$150,000 in the national treasury, mostly invested in bank stock and realty, though the union has considerable holdings in the Wheeling and Lake Erie Railroad."

Gas Workers' Union No. 9540 met Thursday night in Labor Council Temple, with President H. S. Cleveland in the chair. Eight candidates were obligated. Thirty applications are awaiting action. A committee was appointed on the application of Water Workers' Union No. 9540 to the District Council of Gas Workers will meet in this city Sunday, March 24. Delegates from San Jose, Oakland, Sacramento and this city will be present. Trade conditions will be discussed. No. 9540 is in a flourishing condition. During the past year the union, with a membership of about 300, increased its bank account over \$1700.

Tanners' Union No. 9 met last week with Alfred Anderson in the chair. The union is progressing and all members are at work. Next Wednesday evening the local will give a smoker and social in Masonic Hall, Twenty-fourth street and Potrero avenue. An excellent programme is being arranged.

Janitors' Union No. 10367 will meet tomorrow night in Labor Council Temple. Several candidates will be initiated. All members are requested to be present, as matters of importance will be discussed. It is possible that the charter may be open for a short time to give outsiders a favorable opportunity to join. Downtown Janitors are specially invited to this meeting.

The local joint executive board of Brewery Workmen has decided to offer \$450 for the apprehension of J. Siemierski, the absconding secretary. A warrant for his arrest has been issued.

At the last regular meeting of the Alaska Fishermen's Union the articles of agreement and the wage schedule were adopted for the coming season, as agreed upon by the committee from the union and the Alaska Packers' Association for the various fishing grounds in Alaska. The terms mark a decided improvement in the conditions heretofore prevailing in the Alaska fisheries, and many questions which in the past have caused friction between the fishermen and the packers were adjusted satisfactorily to all parties concerned.

Lodge 286, Brotherhood of Railway

from \$2.50 to \$4 a day, and that plumbers will ask for \$6 a day.

W. D. Mahon of Detroit, president of the International Union of Street Railway Employees, is ill in an infirmary in Louisville, Ky. He went to Louisville to take charge of the car strike and was taken ill almost immediately. He has been stricken with a severe attack of rheumatism.

A woman's union for the protection of the labor unions of men has been organized in Jersey City. To establish a school to instruct women how and where to spend their money most beneficially for union labor will be one of the features of the organization.

It is reported that all arrangements have been made between officers of the International Association of Machinists and those of the International Association of Allied Metal Mechanics for consolidating the two organizations under the name of the former. The merger is to become effective October 21.

President Gompers of the American Federation of Labor will be the guest of the Atlanta (Georgia) Federation of Trades on April 6. A mass meeting in the Grand Opera House, at which he will be the principal speaker, will be held.

Three of the planing mills of Stockton have shut down because of trouble about wages. The men notified the proprietors some time ago that, beginning March 1, they would expect an increase of from 50 cents to \$1 a day. The mill owners have refused to pay the increase.

Carpenters of Stockton have notified the contractors that they want \$4.50 a day. The date fixed for the raise to take effect is June 1. This will be ample time for all contractors to complete their present jobs and allow them to take into account the increase asked when making new contracts.

The Chicago local of the American Bollenmakers' Union is in open rebellion against the national headquarters in Cleveland. It has been ordered on strike and refuses to go out. "The men do not believe that they have sufficient cause to go out at this time," said Business Agent Martin Kippes of the union. "We are getting better wages and have the nine-hour day, which is being demanded by Eastern unions."

Puddlers, muck rollers and scrappers in the Pittsburgh rolling mill districts are preparing to withdraw from the Amalgamated Association of Iron, Steel and Tin Workers of America for the purpose of reorganizing the Sons of Vulcan. Workmen in twelve mills have decided to affiliate with the new organization. The Amalgamated Association was notified of the withdrawal. The Sons of Vulcan will present to the manufacturers a wage scale of their own at the expiration of the present agreement on July 1.

N. D. Hawkins of Edinboro, Pa., who bought a Stradivarius violin years ago for \$3000, has sold the violin for \$10,000 to Miss Leona Jackson. The instrument was made in 1714 by Antonio Stradivarius.

TERRIBLE EFFECTS OF DEADLY "GRIP" PHYSICIAN ADVISES PROMPT ACTION

Richmond, Ind.—The grip epidemic has rendered two men insane, John Hart was placed in a sanitarium, also Jonas Carter, who became very violent. Col. M. R. Bolland died yesterday. This brings the fatalities up to fifty-seven in a month. A prominent physician has published a statement that influenza or grip is one of the easiest troubles to cure if taken in time, but if allowed to linger will frequently take a disastrous turn on short notice. The treatment is very simple: stimulate the blood circulation; heal the mucous membranes and keep the bowels normal. For this he advises the use of what is known as the Greek formula. This is as follows: "Two ounces of glycerine, half ounce Concentrated oil of pine; eight ounces of good whiskey or Jamaica rum; mix in a ten-ounce bottle and shake thoroughly and use in tablespoon doses every four hours." These ingredients can be obtained from any good prescription drugist. The only care necessary is to be sure to get the genuine "Concentrated" oil of pine. It always comes put up for dispensing in half-ounce vials, each enclosed in a screw-top case, which

keeps out the light and retains all the original ozone. Don't make the mistake of getting any of the oils sold in bulk patent medicine put on the market in some localities and called "Oil of Pine." The "Concentrated" oil of pine is also used by mixing it with hot lard and rubbing on the chest and throat. It will prove very effective.

Just what causes the "grip" has never been fully determined, but scientists seem to generally agree on the germ theory. However, it is very evident that anything that stimulates and strengthens the mucous membranes succeeds immediately in combating the disease. The active principle of pine has been since the days of the ancients acknowledged as the greatest stimulant and healer for the mucous membrane, and the modern product "Concentrated" oil of pine when used according to the above formula works wonders on these membranes of the nose, throat and lungs. The worst feature of "grip" is that if not quickly checked it will lead into pneumonia and hasty consumption, as well as many other complications, frequently wrecking the nervous system.

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This Artistic Bed, \$11.50

Finished in blue, green or red combination color, with brass scroll work, which is exceedingly artistic.

Other Styles From \$2.10

Sanitary Mattresses \$2.75

5 inches thick, filled with pure white elastic cotton felt and excelsior; covered in good quality ticking.

Supported Woven Wire Springs, from \$2.50

All Brass Beds, 2-inch Posts, from \$25.00

Now is your opportunity—do not miss it. The earlier you come the better the selection.

SANITARY-BEDDING HOUSE

778-780 Golden Gate Ave., Cor. Gough

SUBSIDY FIGHT TO BE RENEWED NEXT SESSION

Friends of Ships Preparing for Another Vigorous Campaign

WASHINGTON, March 16.—The fight over ship subsidy will be renewed at the next session of Congress with as much vigor as ever. President Roosevelt has announced that he will speak on the question during his visit to Indiana and Michigan in May next, and the advocates of ship subsidy in Congress, led by Senator Gallinger of New Hampshire, will gather material during the recess for a new campaign next winter.

In view of these facts it may be interesting to analyze the vote cast on the ship-subsidy bill in the House last week, as a majority of the members of both parties will be members of the Sixtieth Congress.

The highest number of votes cast against ship-subsidy legislation in any of the six ballots taken in the House was 162 and the highest number for it was 164. The highest majority recorded by the opponents of the legislation was 8 and the highest by its friends was 12. The one real test of strength was the first ballot, when the opponents of the bill scored a victory by a vote of 162 to 164 and on this vote 54 Republicans, including Representative Littauer of New York, who moved to reconsider the vote taken, were recorded against the legislation. On the second rollcall 50 Republicans voted against the bill, 45 on the fifth and 40 Republicans were still voting against the bill when the battle ended.

It was a notable split in the party ranks which the leaders admit, is too serious to be overlooked. As a matter of fact, the sentiment in the House against the bill was even stronger than was shown by this vote and had

those present and paired been present and voted, the bill would have been defeated in one ballot by a vote of 175 to 156, a majority too large to be overcome by moving a reconsideration.

The narrowness by which the House leaders escaped defeat was shown on the second ballot, when they carried a motion to reconsider by a vote of 159 to 156.

The Democratic strength in the House was thrown solidly against the bill and 17 Democrats serving their last terms in Congress voted consistently against it. Except for the sudden departure of a few members on that side no fault could be found with their opposition or their methods.

Altogether 56 Republicans voted against the bill at some time during the fight. Of those Republicans who, when they did vote, voted against the bill, 40 will be in the next House, and this explains the need of missionary work on behalf of ship-subsidy legislation. Most of these men came from the Central West. In the next House the Republican majority will not be 112, but 58.

Those Republicans who voted six straight votes against ship-subsidy were Representatives Burton of Ohio, Campbell of Kansas, Cooper of Wisconsin, Davidson of Minnesota, Each, Fordney, Folkerson, Gilham, Graft, Gronna, Hamilton, Hinchey, Holladay, Jenkins, Kinkaid, Knopf, C. B. Landis, Fred Landis, Lawrence, Lowden, McCarthy, McGavin, McKinney, Mann, Marshall, Miller, Murdock, Nelson, Perkins, Stafford, Steenerson, Stevens, Volstead, Webber, Wickersham, Wilson and Woodard. Thirty-four of them will be in the next Congress.

Those Republicans who voted for ship-subsidy legislation but did not stay throughout the six rollcalls were: Representatives Ames, one ballot; Beldier, three ballots; Darragh, three ballots; Edwards, five ballots; Prince, five ballots; and Reeder, four ballots. Of this number five return for the next session.

The Republicans who voted on both sides of the question were: Representatives Foster of Vermont, French, Haskins, Haugen, Hedge, Littauer, Mouser, Murphy, Shartel, Smyser and Townsend. Of this number only five return.

The only farming implement in use on the island of Guam is a hoe used like our scuffling hoe.

200 Miles an Hour With Absolute Safety and Comfort Act Now--The Price Goes to \$4.90 March 23

As a practical mechanic and electrical engineer I have for fourteen years studied how to make cars run faster, cheaper, safer than ever before. I am done experimenting.

I Have at Last the Greatest Invention of This Century. I Can Double the Earning Capacity of Any Steam or Electric Railway in Existence

It will remodel the whole railroad business. There is not a railroad in this country but will sooner or later be compelled to adopt my system, because it is faster, safer and more economical in operation than any other system. I absolutely control the next forward in the railroad world. Because steam has run its limit. Steam cannot run a train 100 miles an hour and keep it up. The trolley and the present third-rail systems cannot be depended upon for long distances. Their motors are likely to burn out any minute. With my system I can run a train any distance in any kind of weather, without wheels or rails, and a wheel broke or a rail broke, the car would stop exactly in position on the track. They could not do otherwise. They could not jump the track at any speed. It would be impossible to run my cars off the end of a track into a river where a bridge is open. My car would stop itself even if the leverman was asleep.

I know this whole system to be a success, because I have tried it for two years. During that time three millionaires have tried to get control of my system, but I would not let them because I preferred to protect my own and the other stockholders' investments.

Charles T. Yerkes offered me \$100,000 if I would throw my invention in the scrap pile and forget it. He did not want to be compelled to change his old cable system.

Wall-street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall street generally knows a good thing when they see it. I could not afford to let these big moneyed interests get control. I preferred to go to the smaller investors, to the people who want to make good, safe and sure investments. I have therefore made myself to this company, and I will personally see to it that every man and woman who makes an investment in this company will get a square deal. This is a square deal from start to finish.

To prove that you will get a square deal I have had the following contract printed on the back of every certificate:

All of any shares of the capital stock of the Leffler Electric System will be redeemed by it at par or face value up to and including the 10th day of March, A. D. 1923, upon written notice properly given to said company at its executive office in Chicago, Ill., in a manner and form as provided by its bylaws and adopted by a majority of the stockholders of this company, so that all stock so offered for redemption, within any given period, may share equally and proportionately. However, the stock of this company is not only redeemable from funds received as royalties from railroad companies using the patent of this company under license, and after proper notice, as aforesaid, which may be received from stockholders directly or from such of said railroad companies as have received said stock in payment for transportation or otherwise. PROVIDED, HOWEVER, no stock shall be redeemed until after May 10, 1906, except at option of this Company.

That out of the royalties paid by railroad companies using my system this company will pay you full face value for every share of stock you buy.

It means that if you bought 100 shares at the present price you would be able to get at least \$100 by turning your certificate of stock in to us, to be paid from royalty money in our treasury. I don't think you will ever want to sell, because of the enormous dividend we will pay. But if you should be compelled to sell, your certificate would then be worth its full face value.

My Automatic Signal Service

It absolutely prevents collisions. Everywhere a car moves it sends signals ahead and behind. It is not affected by storms or any weather condition. My signal system does not require either hand or mind of man to operate it. No wires or poles are exposed where storms can blow them down or interfere with them. If through some accident any signal is broken or otherwise put out of commission another signal immediately takes its place. Every train dispatcher and operator on the road can go to sleep and my signals will work perfectly and safely. Even the trainmen have nothing to do with them. There is no forgetting. Every signal works automatically. When trains come together too close, by head on, or from the rear, an electric bell rings vigorously in the leverman's cab.

Read This Letter

We find it came from a thoroughly reliable concern. It was unsolicited. In fact, they are entire strangers to us.

LEWIS & COMPANY SOLICITORS OF PATENTS ELECTRICAL WORK A SPECIALTY WASHINGTON, D. C., January 21, 1907.

(PERSONAL) PAUL W. LEFFLER, Esq., Chicago, Ill. Dear Sir: As a patent and mechanical expert I have been greatly interested in your claim for the Leffler Electric System, and realizing its enormous value, if properly protected by Letters Patent, I made an exhaustive investigation of your patents in the U. S. Patent Office. The result has convinced me that you have an absolute monopoly in what is destined to revolutionize the railways of this and other countries. The dividend possibilities of your company are almost incomprehensible, controlling, as you do, practically BASIC patents. It is my opinion that you have a public necessity, and as a patent man I know that you have a monopoly in its exploitation. The value of the patents cannot be overestimated. Altogether from my knowledge of patents and mechanical matters and what I know of the possibilities of your system, I would say that not only is your company rather undercapitalized, but at the present price per share will prove indeed a shrewd investment. Therefore, kindly send me subscription blanks. Very truly yours, LEWIS & CO.

Twelve Days Later Mr. Smith Was a Stockholder.

This Leffler Electric Train Will Run 80 to 200 Miles an Hour and Without the Possibility of Jumping the Track—Swift, Safe and Sure. Highest References. Address All Orders and Inquiries to

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All Orders Postmarked Up to Midnight, March 23, Will Be Accepted at Present Price.

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Monday Evening, March 18, at 8 P. M.

Lyric Hall, Corner Turk and Larkin

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BY Albert J. Marshall

Illuminating Engineer of New York.

The Gas Company at considerable expense has secured the services of Mr. Marshall, a lighting engineer of large and varied experience, well fitted to advise in the matter of installing and proper distribution of light and illumination, a very vital subject at JUST THIS TIME. They offer his services GRATIS to any one desirous of securing plans for efficient and artistic lighting.

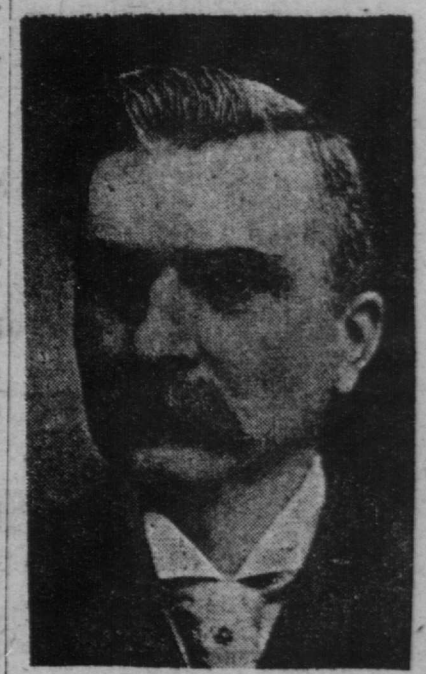
Every merchant, architect and builder is cordially invited to attend this lecture AS THE GUEST of the Gas Company.

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The average cost of constructing a mile of railroad at the present time is about \$30,000.

Macaroni does not all come from Italy. The French city of Lyons last year produced 33,000,000 pounds.



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Inventor of the Leffler Electric Magnetic Railway and Signal System. Inventor of machine to make Barb Wire. Inventor of many improvements to Harvesting Machines. General Manager and Consulting Engineer of Leffler Electric System.

Par value of all shares, \$10 per share.

All remittances must be made in either post-office money order, registered letter, express money order, or draft on New York or Chicago.

If you let this opportunity get by without taking all the stock you can possibly buy you will soon be in the position of the man who refused to buy Bell Telephone stock when it could be had for small money and later saw it sell for thirty times what he could have bought it for.

Call and see me, and let me explain anything you don't understand.

If you can't call, write for booklet and engineers' report to our Fiscal Agent.

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It does away entirely with locomotives, heavy motor cars, electric engines and all other similar heavy and expensive machines. A speed of 80 to 200 miles an hour can be regularly reached and maintained for any distance.

Runs winter and summer alike. Not affected by ice, snow, rain, or any other weather condition.

Less than one-quarter of the fuel is needed.

Trains can be started and stopped quicker than by any other system and without discomfort to passengers.

Power houses can be placed 200 miles apart.

No brakes are required. The stopping is done by reversing the current.

There is no rattling of the wheels and consequent joggling of the cars. Wheels do not grind in the rails to start trains, hence no lumps and depressions are made.

It is easier on the roadbed and cars, and practically no repairs will be needed.

Points to Remember About This System for Street Railways

There are no overhead wires, no third rail, no slot in the street, no underground trolley, no obstructions in the street.

Can be run faster, safer, easier and more comfortably than any other system known.

It is cheaper to operate, uses a half less fuel at power house, is cleaner, safer and quicker in operation than any other.

Cannot be stopped by sleet or snow storms, rain, ice, grease, dirt or any other similar obstructions on the track.

It cannot produce electricity on water pipes or conduits in streets, which is now such a heavy expense to cities under the trolley.

It cannot interfere with any other electric wires, requires less current than other systems and develops greater power.

It is all controlled by one lever, and is always under the most absolute control, anywhere and under all conditions.

It is no less safe, since there are no gearings, motors or other machinery to grind, squeak or rattle.

There are no "burn-outs" of motors, because there are no motors to burn-out.

It is impossible for man or beast to get a shock from an electric current.