

PULL FORWARD.

In the labor movement there is no room for the man who hangs back in the traces. The load is so big that it requires the constant tugging of all to make headway. When all pull and pull altogether our best efforts are reached. Pull forward and not backward if you would the better enjoy life. Contempt is only felt for the man who does not do his share in the battle of life. He is looked upon as a hindrance and sinks below the respect that active, earnest and intelligent workers have for each other.

You must be one or the other. Choose the position in life that will entitle you to respect and admiration for your efforts and shun the path that brings reproach upon you. Don't think your labor is not needed or desired; that is a mistaken, foolish idea. There are room and work for all. Let us do it.

A RECORD IN HARMONY.

What Trade Agreements Have Done For the Iron Molders.

Thirty thousand iron molders, employed in the stove and range industry in the United States and Canada, were given an increase in wages of 5 per cent through an agreement signed recently in Chicago between the Stove Founders' National Defense association and the Iron Molders' Union of North America. It was the twenty-first yearly contract which has been made between the two organizations, and during that time there has not been a strike or lockout or any interruption to business.

The increase, which went into effect Jan. 1, makes a total advance of 30 per cent which the iron molders have received through conciliation since 1898. The stove founders and the iron molders were the first employers' association and the first labor union to sign a national trade agreement in this country, and for twenty years the same harmony has prevailed in the industry.

It establishes a new record for the joint trade agreement, and congratulations were general when the contract was signed. The president of the Stove Founders' National Defense association is George Mitchell of Pittston, Pa., and the secretary is Thomas J. Hogan of Chicago.

The officers of the Iron Molders' union who negotiated the contract are Joseph F. Valentine of Cincinnati, president, and John P. Frey, editor of the Iron Molders' Journal.

"We have set a new mark for employers and labor unions to shoot at," said Mr. Frey—"twenty years without a strike and relations as harmonious now as when we made the first agreement. It is a strong argument for the joint trade agreement movement in this country."

Came to Terms In Jig Time.

Just to give our readers an idea of how strong a hold the printers' union label has on Louisville, writes a correspondent of the Typographical Journal, I will tell about a certain union office. The office in question unwittingly put the label on the title page of a book that was being printed in a nonunion office. The offense was of such a serious nature and a precedent having been established by another office, to be on the square a fine of \$25 was assessed by the Allied Printing Trades council. Rather than pay the fine the labels were surrendered. "We can get along without

the label; we can operate an 'open shop,' etc. Well, in exactly fourteen days' time a new contract was made with the office and the fine paid.

Wages and Cost of Living.

That the average wages of factory and workshop employees advanced only 22.2 per cent in the last twelve years as compared with an increase of 40.96 per cent for a number of selected articles of food was shown in the annual report of the New Jersey state bureau of statistics of labor. This means that increases of wages have fallen short 18.7 per cent of keeping pace with the increasing cost of foodstuffs.

Trade Union Briefs.

Longshoremen of New York harbor have decided to delay demands for a wage increase.

The Lehigh Valley railroad has granted a substantial increase in wages to its engine drivers.

The Milwaukee city council instructed the city attorney to enforce the law which provides for closed street car vestibules.

Pullman car porters have requested an increase of wages to \$45 and \$50 a month, according to term of service. The average wage now is \$30.

The Order of Railroad Telegraphers will celebrate its twenty-fifth anniversary in June, 1911, and has adopted as a battlecry, "Complete and thorough organization."

The Toronto union plumbers and steamfitters are conducting a series of lectures of a technical nature concerning the modern science of plumbing and steam heating.

The Boston Wharf and Bridge Builders' union has presented the employers with a request that on and after May 1 next a new wage scale will go into effect. It calls for \$3 a day for the land men, who now receive \$2.75, and \$3.50 a day for the toolmen and builders, who now receive \$3.28 a day.

THE UNION LABEL.

Ninety-nine per cent of the people in the United States are in favor of extirpating the evil of child labor.

Meanwhile, until legislators can be aroused to their duties, the union label is the all powerful weapon to use against employers of children.

Ask for the label.
Always ask for the label.
See that you get the label.
Always see that you get the label.

Remember that the label can never be used on any product of which child labor was a part.

Thus you can see that by calling for the label and insisting on the label you are delivering one of the blows that must and shall culminate in the death of this crowning disgrace of our civilization—the slaughter of innocent childhood.

Trade Union Briefs.

Samuel Gompers, president of the American Federation of Labor, celebrated his sixty-first birthday Jan. 27.

Typographical union No. 6, New York, celebrated the hundredth anniversary of the birth of Horace Greeley, its first president, on Feb. 5.

The Central Federation union of New York is opposed to the proposed

scheme of compulsory arbitration as planned by the National Civic federation.

The United Hebrew Trades of New York city is helping the hatters to unionize the east side stores and getting them to handle only union made hats.

Organized labor in the various states is called upon to exert its influence for legislation forbidding the police "third degree" to get confessions from prisoners in a letter sent out from the national headquarters of the American Federation of Labor.

Representatives of the 35,000 locomotive firemen employed on sixty-one western railroads and the general managers, who have been conferring over a dispute as to wages on a certain class of engines, have failed to reach an agreement, and the wages will continue the same.

Thomas L. Wilson, international vice president of the machinists, who has been in charge of the New England field for the past four years, will take up the work on the Pacific coast. During Mr. Wilson's work in the New England territory 20,000 members have been added to the unions of the district and 40,000 members have benefited by increased wages and better conditions.

WHY NO PARCELS POST?

John Wanamaker's Four Reasons Now Reduced to One.

Commenting on the recent strike of the express drivers the New York World pertinently says:

"If the express trust had set out to spread before 7,000,000 people the most convincing object lesson of the pressing need of a parcels post, its managers could hardly have succeeded better than they have done during the strike of their employees.

"The violence of the men and their sympathizers has been met and matched by the shiftiness, the evasions and the arrogance of the trust and by its utter disregard of public loss and inconvenience. It has merited the mayor's rebuke by its misrepresentations. It has compelled the president of the Merchants' association to do what it should have done itself and put its terms of settlement into intelligible form to end the deadlock in the public interest.

"Is it not also intolerable that such a public business should longer remain in the hands of an extortionate private trust? 'Is it not time we had,' as Mayor Gaynor asks, 'a parcels post like that of other civilized nations?'"

"Is it not an indictment of American business sense that the rural free delivery drivers should serve their public at a loss to the government when loss might be turned to profit simply by putting parcels in their wagons?"

"Is it not a humiliating comparison that the German domestic post will convey a parcel weighing 110 pounds, ours one weighing only four pounds? Is it not discreditable to us as a practical people that our postoffice, in its polite desire not to annoy the express trust in its golden monopoly, will not carry eleven pounds of merchandise for you one mile unless you divide it into three portions and pay \$1.70 postage, while the German post will carry it anywhere within the country for 12 cents?"

"John Wanamaker as postmaster general found four reasons why we did not have in his day a parcels post—the Adams, American, United States and Wells-Fargo Express companies. Today there is but one reason—the express trust. Public convenience, business economy and the honor of the nation among civilized communities cannot much longer be balked, in the growing anger of the people, by such a barrier."

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