

DIRECTORY of CENTRAL BODIES

CENTRAL LABOR COUNCIL—Meets every Friday, 8 P. M., room 401 Labor Temple, E. J. Stack, secretary, third floor Labor Temple, 27 1/2 Alder street.

ALLIED PRINTING TRADES COUNCIL—Third Friday evening, 205 1/2 First street, George H. Howell, secretary, Oregonian composing room.

BOARD OF BUSINESS AGENTS—Meets Tuesday and Friday at 9 A. M., at Labor Temple.

BUILDING TRADES COUNCIL—8 P. M., Monday, Labor Temple, 27 1/2 Alder street, Wm. Nord, secretary, 353 Sixteenth street, B. W. Steeman, business agent, Office hours, 12 to 1, Main 1416.

BREWERY TRADES SECTION—First Friday, 205 1/2 First street, O. D. Fort, corner Third and Beach streets, Lents.

DISTRICT COUNCIL OF CARPENTERS—Meets Friday night, G. T. Hunt, business agent; W. J. Shelley, secretary-treasurer, Hours, 8 A. M. to 4:30 P. M., Phone M. 1416, Hall 500 1/2 Alder street.

LOCAL LABEL TRADES SECTION—Second and fourth Tuesdays, 8 P. M., at 304 Labor Temple, Ed J. Stack, president; M. W. Petersen, secretary.

METAL TRADES COUNCIL—First and third Thursday nights, Hall 300 Alisky Building, T. B. Raebig, secretary, 270 1/2 Alder street, Labor Temple.

PAINTERS' DISTRICT COUNCIL No. 24—Meets every Thursday at Labor Temple, Bert Bigelow, recording secretary.

WATERFRONT FEDERATION—Second and fourth Tuesdays, 8 P. M., 205 1/2 First St., J. I. Tucker, secretary, 625 Gantenbein avenue.

DIRECTORY of LOCAL UNIONS

AMALGAMATED CARPENTERS No. 821—First and third Wednesday, Labor Temple, 27 1/2 Alder, T. J. Edwards, secretary, 394 Harrison street, Marshall 4467.

BARBERS' UNION No. 75—Meets fourth Wednesday at Auditorium, 208 1/2 Third street, W. M. Leabo, Secretary, Main 9139.

BAKERY AND CONFECTIONERY WORKERS No. 114—Meets first and third Saturday in month, at 5 P. M., 230 1/2 Yamhill street, Earl Stout, president, W. E. Jensen, secretary and business agent, Room 8, 230 1/2 Yamhill street, Phone Main 7510.

BEER DRIVERS AND BOTTLEMAKERS—First and third Wednesday, Labor Temple, 27 1/2 Alder street, O. D. Fort, secretary, Third and Beach streets, Lents.

BREWERY WORKERS—Second and fourth Saturday evenings, 228 1/2 Yamhill, Louis Wolf, secretary, P. O. Box 171.

BROTHERHOOD OF RAILWAY TRAINMEN—Meets first and third Sunday at 1:30 P. M., and second and fourth Saturday at 7:30 P. M., in Swiss Hall, 242 1/2 Third street, between Jefferson and Columbia streets, L. D. Keyser, Jefferson street depot.

LONGSHOREMEN, LOCAL No. 6—Meets First and third Thursday evening, Hall 302 Labor Temple, 27 1/2 Alder, A. E. Barnes, business agent; headquarters 248 Flanders, a willamette 2061.

MACHINISTS, WILLAMETTE LODGE No. 63—First and third Tuesday, 8 P. M., Hall 302 Labor Temple, 27 1/2 Alder St. E. Ehlens, recording secretary, J. W. Marriott, financial secretary, Box 118.

MACHINISTS, RAILROAD LODGE No. 433—Every Wednesday at 8 P. M., Hall 400, Labor Temple, Frank Tyler, secretary, 37 Emerson street.

MACHINISTS' HELPERS, LOCAL No. 851—Second and fourth Friday, Hall 302 Labor Temple, 27 1/2 Alder street, Wm. R. Benson, recording secretary, 688 Commercial street; W. V. Young, financial secretary, 43 1/2 First street.

MAILERS—First Monday, 7:30 P. M., Room 215 Oregonian Bldg., R. H. Henderson, secretary, 781 Brooklyn.

MARBLE WORKERS' LOCAL No. 25—First and third Thursday, 269 Third street, A. S. Imhof, Princess Hotel.

MARINE FIREMEN, OILERS AND WATER-TENDERS UNION OF THE PACIFIC—101 North Front, Thos. Farrell, agent, Phone Main 3277.

BARTENDERS' LEAGUE No. 339—First and third Sunday, 9:30 P. M., 205 1/2 First, Chas. Grassman, financial secretary, 205 1/2 First, Main 3744.

BINDERY WOMEN No. 113—First Wednesday evening in Mulkey building, Second and Morrison, Jessie Henderson, 547 Webster street, Woodlawn 2416; Elsie Schmitt, financial secretary, 853 Macadam.

BLACKSMITHS AND HELPERS—Second and fourth Thursday, Hall 300, Alisky Building, Third and Morrison, E. R. Nelson, corresponding secretary, 656 Powell, James A. Grana, president, 917 Belmont.

BOILERMAKERS—Second and fourth Thursday, Room 502 Labor Temple, 27 1/2 Alder street; F. E. Disbrow, secretary, 655 E. Twentieth.

BOOKBINDERS No. 90—Third Tuesday, Labor Temple, 27 1/2 Alder street, Ralph A. Liddy, P. O. Box 147.

BRICKLAYERS—Thursday evening, 205 1/2 First, Thomas J. Quirk, secretary, Box 328, city.

BRIDGE AND STRUCTURAL IRON WORKERS—Tuesday, 8 P. M., 270 1/2 Alder, third floor, Ben Osborne, business agent, Main 1416, A. 3112.

BROTHERHOOD OF RAILWAY CARMEN OF AMERICA, PORTLAND LODGE No. 268—Every second and fourth Tuesday, Carpenters' Hall, East Pine and Grand avenue, Hugh McCanse, recording secretary, 1011 Northwark street.

MACHINISTS' LOCAL No. 851—Second and fourth Friday, Hall 302 Labor Temple, 27 1/2 Alder street, Wm. R. Benson, recording secretary, 688 Commercial street; W. V. Young, financial secretary, 43 1/2 First street.

MEAT CUTTERS—First and third Wednesday nights and second and fourth Sunday afternoons, 205 1/2 First street, Marshall 4467, J. J. Shea, secretary; A. McLeod, financial secretary; Wm. Zimmer, business agent.

MOVING PICTURE MACHINE OPERATORS' PROTECTIVE UNION, LOCAL No. 159—I. A. T. S. E.—Meets second and fourth Wednesday each month at 11:15 P. M., in F. M. Hall, Baker Theater Bldg., 11th and Morrison streets, Fred Lewis, president; Richard C. Piper, secretary, 225 Morrison street.

MUSICIANS—First Tuesday 11 A. M., 131 1/2 Second street, Board meets Wednesday, 11 A. M. same place, Carl Stoll, secretary, Main 6097, A. 5259.

PAINTERS, LOCAL No. 10—Every Wednesday evening, Labor Temple, 27 1/2 Alder street, Fred Delano, business agent, Main 1416, Bert Bigelow, recording secretary, 1700 Hurst street.

PATTERNMAKERS—Second and fourth Tuesday, Musicians' Hall, 131 1/2 Second street, Frank B. Raebig, Hotel Buckingham, 653 1/2 Washington street.

PILE DRIVERS, WOODEN BRIDGE AND DOCK BUILDERS No. 4—Meets Saturday, 12:05 Second street, J. Emmett, recording secretary, Main 1623.

PLASTERERS No. 82—8 P. M., Wednesday, Labor Temple, 27 1/2 Alder street, J. Caraher, business agent, 27 1/2 Alder St. Office hours, 8 to 9 and 4 to 5, Peter Mansley, corresponding secretary, 260 Graham avenue.

PLUMBERS, U. A. LOCAL 51—Every Monday at 8 P. M., Labor Temple, 27 1/2 Alder street, Phil Pollock, business agent, Main 1416.

PORTLAND PHOTO-ENGRAVERS, LOCAL 31—Hall 301 Labor Temple, M. Olney, secretary, P. O. Box 682.

FRESMEN No. 43—First Thursday evening, 27 1/2 Alder, W. I. Harper, president; J. H. Jones, financial secretary, 569 Hawthorne terrace.

RIVER STEAMBOAT MEN'S UNION—Meets Saturday evenings, 264 1/2 Alder street, John Hoffman, business agent.

SAILORS—Monday night, 51 Union avenue, Otto Dittmar, P. O. Box 2100.

SANDSTONE CUTTERS—First and third Thursday, 8 P. M., Labor Temple, 27 1/2 Alder street, Geo. Lehman, secretary, 81 North Fourteenth street.

SHEET METAL WORKERS—Friday evening, 400 Alisky Bldg., Third and Morrison, W. L. Sullivan, business agent, Room 333 Alisky Bldg., Marshall 3037.

SHINGLE WEAVERS No. 58—Hall 301 Labor Temple, Every Sunday, John Clifford, secretary, 689 Tenth avenue.

SHIPWRIGHTS—Shipwrights' Hall, Ash St. between Second and Third, second and fourth Mondays at 8 P. M., Charles Gregory, secretary, 481 Union avenue, Main 613.

SIGN PAINTERS, No. 428—First and third Friday, Labor Temple, A. C. Montgomerie, secretary, 1664 Terrace St.

STATIONARY FIREMEN—Meets first Wednesday at 8 P. M., Labor Temple, Room 301, President, W. H. Mitchell, treasurer, R. C. Vivian, secretary, W. H. Taylor, 94 Graham avenue.

STEAM ENGINEERS—Meets every Saturday evening at Alisky Bldg., corner Third and Morrison, third floor, Wm. MacKenzie, secretary, 830 Union avenue north.

STEAMFITTERS, U. A. LOCAL 235—Friday 8 P. M., Labor Temple, 27 1/2 Alder, J. K. Kelly, financial secretary, Box 429, James M. Nicol, recording secretary, East 30th and Hawthorne avenue.

STEROIDERS AND ELECTROTYPEERS No. 43—Meets second Wednesday in month at Builders' Exchange Bldg., 131 1/2 Second street, F. W. Land, corresponding secretary, Chas. Engdahl, treasurer.

TAILORS No. 74—Second and fourth Monday, Alisky Hall, Third and Morrison, John Barandum, secretary, box 122.

THEATRICAL STAGE EMPLOYEES, LOCAL No. 28—I. A. T. S. E.—Meets every second and fourth Friday of each month in T. M. A. Hall, 300 Theatre Bldg., 11th and Washington streets, President, H. B. McCabe, Baker Theatre; secretary, R. H. Clark, Empress Theatre, phone A 2789 or P. O. Box 560.

TILE LAYERS AND HELPERS No. 42—Second and fourth Thursday, 8 P. M., Labor Temple, H. Hollywood, 320 Second street.

TYPOGRAPHICAL No. 58—First Sunday in month, 2 P. M., Moose Hall, 346 Morrison street, corner Seventh, Lon DeYammond, secretary, Box 559.

WAITERS AND WAITRESSES' UNION No. 18—Meets Tuesdays, 8:30 P. M., 247 1/2 Stark street.

WEB PRESSMEN—First Tuesday, Labor Temple, 27 1/2 Alder street, O. Allsup, secretary, Journal pressroom.

SLAVERY ON SHIPS WILL BE ABOLISHED

Organized Sailors Ask to Be Delivered From Intolerable Conditions of Servitude—Provisions of the Wilson Bill Now Pending in the Senate.

The final session of the Sixty-second congress may be made notable by the enactment of legislation granting freedom to the last of American slaves.

One hundred and seventy-five thousand American seamen will be liberated from the condition of serfdom in which they live if the plans of the Republican and Democratic leaders are carried out.

The house of representatives already has passed a bill making a long step in this direction and at the same time assuring greater protection for those who travel across the seas or the great lakes. The senate proposes to act in line with the house, and the result is expected to be a measure which will make the life of the merchant sailor more endurable and more attractive to those young men who have the "itch of the sea."

No more pathetic memorial was ever presented to congress than that of American seamen in behalf of legislation to alleviate the conditions of their labor. Among other things this memorial said:

"We stand in the same relation to the vessel as the serf did to the estate, as the slave to his master. When serfdom was abolished in western Europe we were forgotten by the liberators and our status remained. When the slaves of the United States and Brazil were emancipated our status continued. When serfdom was abolished in Russia no change came to us. We now raise our manacled hands in humble supplication and pray that the nation issue a decree of emancipation and restore to us our right as brother men—to our labor that honor which belonged to it until your power, expressing itself through your law, set upon it the brand of bondage in the interest of cheap transportation by water."

What the seamen suffers is indicated by the following: He may be arrested and imprisoned for desertion. He is compelled to live in a place six feet long, six feet high and two feet wide, a space which has been described as "too large for a coffin and too small for a grave."

He is compelled to sign away, in the foreign trade, a certain sum of the wages to be earned in order to get employment. He must obey any order from the master or other officer or go to prison, but if crippled for life by injury there by received he has no remedy, because under late decisions the officers are "fellow servants."

He must in obtaining employment compete with the unskilled and destitute. He knows that vessels are generally undermanned both as to skilled and as to numbers of men employed. He knows that in his calling he will not be able to earn sufficient money to marry and keep a family.

During the closing days of the last session the house passed a bill fathered by Representative Wilson of Pennsylvania "to abolish the involuntary servitude imposed upon seamen in the merchant marine of the United States and in foreign ports; the involuntary servitude imposed upon seamen of the merchant marine of foreign countries while in ports of the United States; to prevent unskilled manning of American vessels; to encourage the training of boys for the American merchant marine; for the further protection of life at sea and to amend the laws relative to seamen."

The percentage of seamen who desert from American vessels is relatively small. A law passed in 1898 abolished the penalty of imprisonment for desertion in ports of the United States, Canada, Newfoundland, the West Indies and Mexico. It is claimed the imprisonment penalty applying to desertion in other countries is a dead letter.

The Wilson bill abolishes the unusual penalty of enforced labor, permits civil damages to be assessed against desertion in the collective terms of forfeited pay, provides for the relinquishing of contract by sailors on foreign vessels, prescribes that on all merchant vessels the sailors shall while at sea be divided into at least two and the firemen into three watches and requires the employment of a sufficient number of men to handle the ship and to care for the lifeboats.

Instead of the men being confined to seventy-two cubic feet of space they will have 100 cubic feet if the bill becomes a law. They will have better food, more liberty and in general better living conditions.

Industrial Accidents. Accident prevention is becoming more and more one of the big industrial problems. The modern idea and the idea that is likely to be incorporated into all the laws on the subject is that indemnity to workmen for all accidents sustained while at work is a proper charge on the business and must be figured as an element of cost. Accident prevention, therefore, is a live economic problem that must be solved. Every mill manager and factory superintendent must see that all preventable accidents are eliminated.

Envy is the deepest rooted of the human passions.

JUSTICE AND FAIR PLAY.

Trade Unions Expecting Equity Must Do Equity to Employers.

In a recent issue the Typographical Journal, official organ of the International Typographical union, has the following to say:

Is it such a strange and rare occurrence for a trade union to take a correct position—a position for justice and fair play—that it then subjects itself to criticism and misrepresentation on the part of other trade unions and their representatives?

Striving for decent treatment, are we not prepared to accord decent treatment?

When a sister union is so unfortunate as to emulate the tactics of that class of employers against whom we are aligned, must sister unions endorse such a position simply because a trade union has taken it? . . .

So far as the International Typographical union is concerned, it expects fair treatment for its members from employers, and it is prepared to accord that kind of treatment to these employers.

After our local unions enter into contracts these contracts will be respected and maintained.

The policy of the International Typographical union has been to demand justice and to accord justice, and on that policy the organization's prestige and greatness rest.

Even though we may be temporarily misunderstood, maligned and misrepresented, we will continue to maintain that policy.

We will not be a party to the acts and the schemes of those labor representatives who are actuated by political motives of the meanest type or who have grievances to satisfy and who are willing to sacrifice their unions and members if their personal desires may thus be satisfied.

It is time for plain speaking. Organized labor is suffering today because of recklessness and criminality of some of its former leaders.

The moment is here when organized labor must set its face sternly against wrongdoing, hypocrisy and deception. If we protest against an employer's black list, then we should as strongly protest against a union's black list.

Two wrongs do not make a right in the trade union movement any more than in any other movement.

ENGINEERS' WAGES.

Awarded About Half Their Demands by Board of Arbitration.

An analysis made of the award of the board of arbitration between the railways and their engineers east of Chicago indicates that the first estimate of \$5,000,000 as the value of the increase in pay is too large. Computations of a most complicated character must be made to determine the full effect of the decision. In any event, its exact value will depend on the number of engineers employed next year, the volume of traffic and the number and character of locomotives in freight, passenger, switching, yard and other service.

On some roads there will be practically no increase unless the railroads voluntarily grant more pay to the engineers, because on these systems the wage scale now paid is generally higher than the "minimum wage" for the entire district fixed by the arbitral award.

On other large roads the increase will be small compared with the demands of the engineers, but on many roads involved in the controversy, although the engineers did not obtain what they demanded, the increases will be comparatively heavy, because the compensation was found by the arbitrators to be too small on some roads for certain classes of service.

On the basis of service rendered in the calendar year 1911 the increase demanded by the engineers would, if granted in full, have aggregated \$7,172,545.97 for all the fifty-two roads involved. This increase would have been distributed: \$1,192,293 for passenger engineers, \$3,383,068 for freight engineers, \$1,945,042 for switching engineers and \$1,552,141 due to adoption of new rules. As the value of the award will be about \$3,000,000, the engineers generally obtain approximately half of what they demanded as an average for the entire east.

Engineers Won't Strike.

"Talk of strike at this time is nonsense," said Warren B. Stone, chief of the Brotherhood of Locomotive Engineers, when asked the attitude of the engineers on the award of the board of arbitration. "The award has been made, and the engineers have accepted it. The future must take care of itself."

TRADE UNION BRIEFS.

Frank O'Hair, the man who prevailed over Uncle Joe Cannon in the late election, was supported by organized labor. Up to last May the International Typographical union had spent \$1,150,901 on the home it maintains at Colorado Springs.

President Gompers on the opening of the recent American Federation of Labor convention received a rosewood gavel from the Carpenters' District council of Rochester and an ivory mallet from the Central Trades and Labor council of Rochester.

The American Federation of Labor convention rejected the United Mine Workers' resolution calling for future elections by a referendum vote of the federation's 2,000,000 members. One hundred and ninety-four delegates voted to continue the policy in force; fifty-seven were for the resolution.

WORKERS HAVE RIGHT TO WEAR EMBLEM

Action of Employers in Forbidding the Button Was Merely a Part of the Policy of the Bosses to Suppress Unionism, Says Australian Jurist.

A victory for unionism all over the world was gained when Judge Higgins of the Australian high court and president of the commonwealth court of conciliation and arbitration decided that workers had a right to wear the union button. Writing from Melbourne to the Chicago Tribune, George A. Dorsey says:

The Brisbane strike hinged about the right of street car employees to wear a union badge. The strike was a blunder, because the badge question was already up before the federal arbitration court and would have been settled within a few days by industrial machinery.

Judge Higgins' decision in the case of the Australian tramway employees versus the tramway trust is 'the latest and perhaps the most important contribution to the complex subject of industrial legislation. Judge Higgins said:

"The employees are proud of the badge as an emblem of fidelity to their comrades and their common interest, and when they chat upon any opportunity they like to know whether they may talk freely on matters relating to their union or in the presence of particular men. The badge is, in fact, a danger signal where both men are not wearing it, and a 'line clear' when both or either wears it. It is a ticket of admission to meetings and serves to introduce members on a visit from another state."

"The objection to wearing the badge is put best and most strongly in Mr. Goodman's statement. He says, 'The evidence shows clearly that the wearing of the badge subjects persons who do not wear it to insults and opprobrium from unionists and from members of the public who sympathize with the unionists.' I say without hesitation that the evidence points to the opposite conclusion."

"I find that the forbidding of the badge is, in the case of Melbourne and of Brisbane, merely part of the policy of the companies to suppress unionism. It is the old device—first keep away unionism as long as you can and then, when it must come, create a dependent union and attract the men to it by favors."

"This creating and fostering of a rival union, this encouragement of the members of the other union, is the root of such bitterness as there is, and the companies could easily get rid of the bitterness by ceasing to bestow exceptional favors on the company's union."

"My award is, therefore, distinctly against the attempts to forbid the union badge."

"There is a dispute between tramway employees and their employers in Brisbane, Melbourne and Adelaide. The dispute has reached an acute stage in Brisbane and may become acute at any moment in Melbourne and Adelaide. By a resolution of the federal council on Feb. 11 the executive of the Australian Tramway Employees' association was empowered to take steps to secure a union badge of membership. The badges were made and distributed, but in the meantime in Brisbane and Melbourne certain steps were taken by the employers against the wearing of them."

"In Brisbane on Jan. 18 the men began to wear them. The manager, Mr. Badger, gave the men distinctly to understand that they were to choose between their billets and their badges. It is idle to affect that this was not a dismissal for wearing the badge. The men were willing to go on working and were deprived of their work and pay. What more is necessary to constitute a dismissal? It is absurd to call such a dismissal a 'strike,' whatever name may be given to the conduct of other unions."

"It is unfortunately incident to our constitution that in place of giving all the energy I have to a consideration of what is right and expedient to be done in an industrial struggle I have in every case to puzzle out as best I can what is constitutional. In this case I overrule all the technical objections and find the facts, so far as they affect the objections, in favor of the association."

"Is it reasonable that the employer should order his employee not to wear the badge? Mr. Badger has a quaint theory that he has a common law right to tell his employees what they should wear. I know of no such common law right. A servant has to obey lawful commands, not all commands. He does not commit a breach of duty in attending a particular church or in wearing a certain maker's garments. The common law right of an employee is to wear what he chooses, to act as he chooses, in matters not affecting his work. He may wear what he likes so long as he does not offend against decency."

"Of course the employer may, by due notice, get rid of an employee who does not dress to his liking, but an employee is not guilty of any breach of duty in refusing. There may be a contract for obedience as to livery or uniform, but this court has power to interfere in contracts and to say what contracts may or may not be made or enforced between parties."

Some people believe in doing only one thing at a time, and doing that wrong.

OBSERVE CHILD LABOR DAY.

National Committee Wants Ministers to Speak on Work.

Six thousand clergymen of the United States, who joined in an observance of Child Labor day last year, together with thousands of others, are again being asked to speak on the subject of child labor, Sunday, January 26, or Saturday, January 25, by the National Child Labor committee.

For seven years the National Child Labor committee has issued such an appeal and the interest aroused by the last Child Labor day resulted in a general demand for the passing of the federal children's bureau bill, and in improved child labor laws in 10 of the 14 states holding legislative sessions.

It is stated that the day has never been used as an appeal for funds and this year special attention is being called to the child labor in tenement house manufacturing. It is held by the National Child Labor commission that child laborers usually become unskilled adult workers.

Workers on Panama Canal.

The construction force on the Panama canal was the largest in its history at the end of November. There were 40,159 men at work, of whom 5816 were American citizens. On the construction of the lock gates 4000 men were employed.

Short Ballot Measures.

Forty legislatures will meet early in 1913. It is known that short ballot measures will be presented in those of Colorado, Pennsylvania, Illinois, Minnesota, Michigan, Wisconsin, New York, Ohio and Nebraska.

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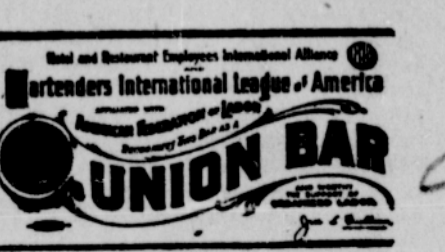
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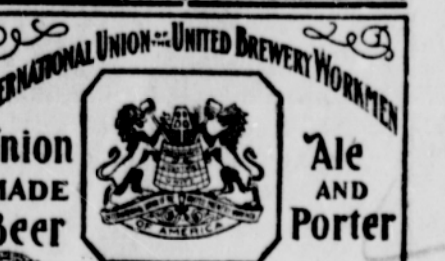
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