

THE LABOR WORLD

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Nothing is so contagious as enthusiasm. It is the real ally of the tale of Orpheus. It moves stones, it charms brutes. Enthusiasm is the genius of sincerity, and truth accomplishes no victories without it. (Bulwer.)

VOTE "YES" ON AMENDMENT TWO.

With election day but ten days away and speculation as to the outcome of the campaign at its height, it is but natural that the six candidates for the commissionerships should hold the attention of the voters.

The text of this amendment will be found on the last page of The Labor World.

The present charter provision provides that in case of assessments, against property for improvements other than for sidewalks, where such sidewalks are laid separately, is less than \$25 for each 3500 square feet of property so assessed, the payment shall be made in cash.

The main object of the proposed Amendment Two is to act as an inducement or encouragement to the small home owner.

If this amendment carries, and it should carry, the necessary vote to put it in operation at the election April 6 the "exemption" will be reduced from \$25 for each 3500 square feet of property to \$15 for each 4000 square feet and thereby give the working man the benefit of paying the assessment in three annual installments.

Each candidate undoubtedly has his friends and his enemies. Each candidate has his merits and his faults. These considerations however are but minor matters in comparison with Amendment Two.

Among the workers and the men of modest means, and this class of men hold the great balance of power with the ballot in all communities, there should be no difference of opinion on this amendment. The provisions of this amendment affect vitally the welfare of the "common people" in Duluth.

Whatever interest is had in the election or defeat of any one of the aspirants for office don't lose sight of Amendment Two. Cast your ballot favorably on this amendment before you cast your vote for any of the candidates. It is the one important issue that shall not and must not be defeated.

The proposed Amendment One is also important. It will give to the city greater leeway in doing work and purchasing property. The present charter provision requires that contract work or the purchasing of property involving an expenditure of \$100 or more bids shall be advertised for.

Great men are they who see that spiritual is stronger than any material force; that thoughts rule the world. —Emerson.

ABOLISH ONE MAN GOVERNMENT

Now is the opportunity of a life time to get true Commission government in the city of Duluth. As has been pointed out at other times in the columns of The Labor World the greatest objection to the administration of the city government is that it has not always been Commission government but five separate oligarchies each operating a government of its own contrary to the spirit of Commission government and the city charter.

While it is true that a large part of the workmen of Duluth have already decided for whom they will cast their ballot there are still some who are in doubt.

The Labor World in this campaign is not advising a choice of any particular candidate. We are not interested so much in an individual getting into office as we are in seeing more vital things carried out.

We are deeply concerned in the future of the Commission form of government in Duluth.

The "open" or "closed" town question has practically been decided upon. The citizens of Duluth are satisfied that the so-called "closed" town is of greater advantage to the prosperity of the city than the "open" policy. The matter of segregation of prostitutes has likewise been decided for all time as far as Duluth is concerned.

Should a man be elected and an attempt made to go back to the antiquated system of 'regulation' by means of 'segregation' he would soon be recalled from public office.

This being true there is really not much danger of any serious reaction from a moral standpoint through the election of any person for commissioner. The only danger that may present itself will be a disheartened or demoralized public conscience.

There is danger however of a continuance of One Man Government. This should no longer be tolerated in the city of Duluth. Now is the time for the voters of the city to buttonhole the several aspirants for office on the question and have each pledge himself if elected to remedy the situation.

For whom should the workingman of Duluth vote? For those candidates who favor Commission government in preference to One Man government. If they all pledge themselves in favor of Commission government then a victory has been won regardless of the election of any individual.

THE TRUTH ALONE WILL WIN.

"It takes a lie to uphold a lie" is an adage as old as civilization. That truth, substantiated by facts, is the road to the successful and satisfaction settlement of any disagreement, whether it be within an organization or in a controversy between employer and employe, is a self-evident truth.

The integrity of an individual or an organization can only be preserved in the eyes of the public at large by a strict adherence to the truth.

It is true a man may and does sometimes make mis-statements, often times publicly, under the impression that facts are being related, but upon being proved wrong, that man will, in respect for the truth and for the sake of his own reputation, admit his error without fear and public opinion and all honest men, will respect him in doing so.

Trickery and deceit, and half truths are but forms of falsehood. When it becomes known that such methods are used by an individual, a firm or an organization the future of that individual, firm or organization is doomed. It is better to admit defeat than to remain a living lie and a social outcast. In the end success will be assured.

AMONG INVENTORS.

Among the inventors of the modern age Thomas A. Edison stands out as the most industrious inventor of all. He likewise stands out from all the rest as having the most prolific mind in devising inventions that will improve the comforts of mankind.

The story of Edison's life reads like a novel. His youthful experiences that grew stronger as he matured into manhood are exemplary to the men of this age, both young and old.

At the age of 10 Thomas A. Edison secretly built himself a chemical laboratory in his father's cellar. During the next 58 years of his life he had the criticism of friends and foes to battle with. Poverty stared him in the face and frequently he met with trying adverse conditions commonly called "hard-luck." Above all Edison fought the "conservatism" of men and his "radicalism" won out in the end.

All told Edison has invented something like one hundred wonderful and useful inventions. Useful that is to the people of the nation. Not the least among Edison's inventions if such it may be called is his efforts and desires to design concrete houses that can be built at a low cost suitable for working men and men of moderate means. His inventions include the trolley car, the incandescent electric light, the moving picture idea which has been developed to the point where the best of plays and modern novels are shown to the people at a price within reach of the most humble. The graphophone which originated with a wheezy talking machine, the storage battery which may someday revolutionize the modern street car systems, the multiplex telegraph and telephone which has been developed from the simple inventions of Morse and Bell, is a part of Edison's great work.

Another American inventor who is receiving considerable attention at the present time is John Hays Hammond Jr. His inventions of radio controlled torpedo that cannot be dodged by the most skillfully managed battleship and the deadly bomb that will destroy whatever obstacle it may strike are being talked of and written about as the most "wonderful" inventions of the age.

It is well to note in comparing these two inventors each working in a separate field that young Hammond's inventions are devised to destroy property and take life while Thomas A. Edison has never invented a machine to kill men. More power to inventors of Edison's type.

An hour off the day's labor is an hour added to the day's life. It is further a means towards preserving the public health and social conscience.

We cannot lay too much stress on the union man and the member of a union. The latter is simply a card man.

Too many men would rather be known as "radical" than as right. Usually the "spouter" doesn't know the true meaning of "radical" and ends in making an ass of himself.

HAS THE "JITNEY" COME TO STAY?

In view of the recent advent of the "jitney bus" in Duluth, the following article taken from The Literary Digest will undoubtedly prove of interest to readers of The Labor World:

Eastward moves the "jitney." Dictionaries know not that word. But the thing has become a very present help twice a day to thousands of erstwhile straphangers in a score of Western cities. Indeed, in several of these cities, as the Washington Times observes, "public interest in the European war, the Panama-Pacific Exposition, and even the national administration as to the more momentous problems as to the public utility of the 'jitney' bus and the roads that it is making into the revenues of the traction companies." Now the "jitney bus," as the Cleveland Plain Dealer defines the term, is an automobile of any kind operated for the accommodation of passengers at the rate of five cents—one 'jitney'—per passenger.

The precise meaning and origin of the word "jitney" are still being discussed by the newspapers etymologists. "Jitney" service may have had its beginning more than a year ago in Phoenix, or more recently in Los Angeles. But the important fact is that it assumed importance in the Pacific Coast cities three or four months ago, and became popular at once. The idea has spread eastward, filling traction officials with alarm over the desertion of the strap-hanger, who, as it has been said by the "Sentinel,"

is serious for Street Railway Co. How serious the situation is becoming for the street railroad people on the Pacific Coast is shown in a San Francisco dispatch to the Seattle Post-Intelligencer, which gives the following estimate of the business the "jitneys" were doing late in January:

Table with 3 columns: City, Number Daily, Cars Receipts. Cities listed include San Francisco, San Jose, Los Angeles, Portland, Seattle, and Totals.

At this rate, we read further in The Post-Intelligencer, "the 'jitney busses' would take from the traction companies in the course of a year the sum of \$6,935,000." But the business, we are assured, "is only in its infancy." This writer tells of actual losses being reported by street car companies in Los Angeles and Sacramento, and he concludes:

"Where the 'jitney' idea will lead to is a question that is being given earnest consideration by automobile dealers as well as the traction experts. A representative of one of the largest automobile factories in the country made the prediction today that the 'jitney' would soon disappear, and with it the street car. He believed both would be replaced by an 'automobile express'—cars built especially for city passenger traffic, with a capacity of ten or a dozen persons each and operating regular routes, with branch lines and transfer stations. He said several manufacturers were already at work on this idea, as a result of the 'jitney bus' advent.

With the growth of jitney traffic in the west, two naturally fit editors in the larger coast cities discussing regulative measures. The San Francisco Chronicle, for instance, calls for fair play for the new service, but insists "that a great transportation system can not occupy the crowded streets of large cities without regulation."

Cities farther east are meeting with

OPINIONS OF THE PRESS

A Lesson in Patriotism. When the Mexican situation reached a crisis last spring, a New York newspaper wired Col. W. R. Nelson of the Kansas City Star, for his views on the administration. The colonel promptly wired back:

"At this juncture we are not advising President Wilson; we are supporting him." And this is just as fine a lesson in American patriotism now as it was last April.—Pioneer Press, February 21.

Is Uncle Sam Shrewd? The charge is frequently heard in Washington that Great Britain is seeking to embroil the United with Germany and that Germany is maneuvering to bring on a clash between the American Republic and England.—Dispatch from Washington.

It is human nature for the man involved in a fight to try to array innocent bystanders on his side. The war in Europe is none of our making, yet because of the desperate straits in which the belligerent nations are beginning to find themselves, each side would like to see a quarrel between the United States and the other side. It will take extraordinary vigilance upon our part to watch not only the fair means, but more particularly the tricks and traps to embroil us, which great nations would be ashamed to use in times of peace, yet which they would regard as legitimate at present. The point is that if some untoward calamity befalls an American vessel, pseudo or genuine, we must not allow foreign diplomats to inflame our passions to their selfish advantage. The American people have to be on their guard as never before against pro-German or pro-British sympathizers; and to remember, no matter what may happen, intentionally or unintentionally, that every citizen is pro-American, and that the single determination is that the United States shall be kept out of this war. Upon this one issue they have absolute trust in their President and his advisers.—Minneapolis Evening Journal.

Hands off the President! The ominous replies vouchsafed to the American notes by both Germany and England must bring home to every thinking American the extreme gravity of the present crisis. The United States is now threatened with international complications which are

the same problem. The jitney bus has already appeared in San Antonio, Fort Worth and Houston, Texas; Oklahoma City; Ogden, Utah; St. Louis, Kansas City; Springfield and Lexington, Mo.; Omaha, New Orleans, Memphis, Des Moines, Atlanta and Detroit. Plans are under way, and perhaps by the time this appears in print automobile owners will be doing a jitney business in Denver, Lincoln, Cincinnati, Toledo, Baltimore, Washington and Philadelphia. The agitation for five cent bus lines in New York and Boston is perhaps an Eastern manifestation of the desire for cheap transportation outside of the street car.

Kansas City, according to the daily stories in The Star, has taken the jitney to its bosom with enthusiasm. Within a week after Mr. W. H. Miller started the first jitney and Mrs. C. M. Gibson the second, Kansas City had 80 cars, but in two weeks 150. Jitney bus drivers say they earn about \$9 a day. In Kansas City all sorts of cars are in use, from five-passenger Fords to made-over trucks and regular automobile busses. There is a central downtown station, with several branches. The cars leave when called and go on regular routes, as announced by the "starters." Extra traffic policemen are needed to handle the crowds. Mr. Miller has stopped running a car and is busy with the administration of the jitney service. Mr. E. K. Carnes, his traffic manager, says in a Kansas City Star interview that the success of the jitney rests on co-operation and a system of routes and schedules. "Let the public once be assured that it can go to any place on a route and find a jitney there on schedule and the jitneys never will suffer for patronage." And he adds that "the fine thing about this kind of transportation is that it is impossible to tie up the whole system. For, one jitney may break down, but the hundreds of others go their way just the same."

Secret of Success. The great aid to jitney success, writes a Kansas citizen to the Star, "is the public-damned attitude of street car corporations." But he predicts that in a year from now every passenger who elects to use a Kansas City street car will have a seat. And similar benefits to the traveling public from the new competition are predicted by the St. Louis Post-Dispatch, New Orleans States, Oklahoma City Daily Oklahoman, St. Joseph News-Press and Oakland Enquirer.

On the other hand, the Tacoma Daily News hears that experienced automobile men do not believe the jitney can be made to pay and think "that its entry into the transportation field is merely a hard-times development," and that it is "something of an experimental venture which may vanish with the present depression." In the east the Washington Times takes the same idea as a starting point, but goes on to say:

"The length of time the service has been in operation in some of these western cities indicates that it has come to stay if municipalities want it. It is a curious experiment that will be watched with interest. In this form it may not carry a threat to the street railway, but in familiarizing the public with the possibilities of cheap service it forecasts the time, and a rapidly-approaching time, when all cities will be forced to consider the admission of auto-bus-lines."

Yet The Times concludes that "after all, the street car running on a fixed tram-road is likely to be the chief means of internal city transit for another generation."

perhaps the most momentous within our history. To the south of us Mexico is ablaze with civil war. To the east of us that far mightier conflagration known as the European War has been steadily creeping up more and more closely. What may happen if a random spark should strike combustible matter in this country no prophet can foretell. Under the circumstances it becomes the duty of every American to stand steadfastly by the chief who is fighting so earnestly to keep us out of danger from our door. The hour has arrived when the voice of judgment should be suspended and the hand of censure should be stayed.

Upon the bowed shoulders of that lone man in the White House rests an appalling mountain of responsibility. His every act renders him answerable to a hundred million living Americans and to hundreds of millions yet unborn. It has been his fate to take the helm of the ship of State during one of the most stressful periods of history. The hearts of the American people should go out in sympathy toward their courageous pilot, who, with eyes straining ahead upon the troubled waters, is endeavoring to prevent his craft from coming to grief either on the shallows of Mexican controversy or the rocks of European War. Any censure or ridicule of his efforts forthcoming at any moment of such solemn gravity should be put down as indicative either of an extraordinary obtuseness or the appropriate or of a particular partiality for the small.—Minneapolis Tribune, February 22.

Spring Hats, Neckwear, Spring Gloves and Underwear. At THE BIG DULUTH.

REFUSED TO BE SAVED; HIT; SUES EVANGELIST

AKRON, O., March 26.—Evangelist Charles Reign Scoville, who is on his last week of a campaign here, was sued for \$10,000 damages by Charles E. Abersold.

Abersold was attacked at the tabernacle by C. R. Clark, personal worker with Scoville's party. Clark, who felled Abersold when he refused to "hit the sawdust trail," fled and is being sought on an assault and battery warrant.

Some people have no time to talk about other people, because they are too busy talking about themselves.

Nemo--The "Military Shape" Corsets

No one doubts the superior durability of Nemo Corsets. Materials are best; making most careful; elastic fabrics that don't wear out.

Paris and London long ago admitted the superior style and fit of the Nemo, and the value of the special Nemo inventions.

Some women have "tried" the Nemo and been dissatisfied. That is nearly always because they selected an unsuitable model. There are Nemo models for every kind of figure. Let us help select the one that suits YOU.

No. 326 is one of the styles made with the semi-elastic Lasticurve-Back—deep gores of Lastikops Cloth to make the long skirt so flexible that it's as comfortable as an old short corset. Reduces full figures—\$3.00.

If you are now a Nemo wearer, you will continue to be one. If you're not, come and let us introduce you to real corset style, ease and economy.

Easter is here---have you made your preparations for it! Our Ready-to-wear Sections

offer unlimited selections for your Easter preparations. Beautiful Gowns, Dresses, Suits, Coats and dainty Waists, Hats from the best shops in the land as well as from our own workrooms to match your gowns or suits. Gloves of every style, length or quality. Shoes, Hosiery and pretty neckwear go fittingly with the rest. All priced right, as is always the policy of this store. We cordially invite your patronage, assuring you of prompt service and courteous attention.



MINISTER DOUBTS BIBLE; QUILTS JOB

Methodist Minister Gives Up Pastorate of St. Louis Church As Result.

ST. LOUIS, March 26.—The Rev. L. M. Birkhead, pastor of Wagoner Memorial Methodist church, announced he would resign from the Methodist ministry because his principles required him to be honest to his convictions, and his convictions were incompatible with the tenets of the Methodist Episcopal church. Dr. Birkhead summed up his reasons as follows: "I do not believe— "That any miracles were ever performed. "That Moses was given two tablets of stone on which were chiseled the decalogue. "That Moses wrote the first five books in the Old Testament. "Any definite prophecy was made of the coming of Christ. "In the immaculate Conception. "There was any resurrection. "That the Apostle John wrote the book in the Bible that bears his name. "That Paul wrote any letters to anybody that afterward were gathered up and assembled into the New Testament. "In making religion a volcanic spasm. "In making Christianity a 'fire escape' from hell. "Therefore I cannot be true to myself and honest in my convictions and remain a minister in the Methodist church."

Dr. Birkhead was educated in McKendree college, Drew Theological institute, Union Theological college and Columbia university.

Bring Your Boy to THE BIG DULUTH, For His Spring Clothes.

BARTENDERS LEVY \$2.00 FINE FOR JITNEY RIDING

SACRAMENTO, Cal., March 26.—At a meeting last week, Bartenders' Union No. 503 of Sacramento passed a resolution fining any member caught riding on a jitney bus \$2. This fine is to stand until the jitney drivers are organized into a union. The street car men are organized and the bartenders feel that it is not fair to patronize those who are not while this is the case. So, all bartenders had better look a "little out" unless they desire to enrich the treasury of their local.

"Why what in the world has become of your watch? The one you used to have had a handsome gold case." "I know it did, but circumstances alter cases."—Philadelphia Telegraph.

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Pulford, How & Company 609 Alworth Bldg.

NEVER MIND THE KNOCKER

Go ahead and make your play; Never mind the knocker. They're in every worker's way; Never mind the knocker; Everyone who seeks to shine, If successful, they malign: 'Tis of fame a certain sign— Never mind the knocker.

If you have a task to do, Never mind the knocker, Have your nerve and see it through; Never mind the knocker, When your labor has been done, You may know that you have won. If the pounding has begun, Never mind the knocker.

They strike only those who climb, Never mind the knocker, 'Tis success they deem a crime, Never mind the knocker, If they hammer at your name, Then be sure you're in the game, 'Tis a species of acclaim— Never mind the knocker.

Selected. TEN HOUR DAY "DANGEROUS" LANSING, Mich., March 26.—The Detroit Street Railway company will be forced into bankruptcy if a 10-hour law is passed by the state legislature.

This calamity will surely happen if statements made by the company's attorneys are to be believed. Unionists, however, are calling the lawmakers' attention to the history of remedial legislation, which is marked by similar prophecies, made with a verimence equal to that of the Detroit alarmists.

A FREQUENT CALLER. "Have you ever been to this court before, sir? "Yes, sir; I have been here often." "Ha, ha! Been here often, have you? Now tell the court what for." "Well, I have been here at least a half dozen times to try and collect that tailor's bill you owe me."

MEN'S SPRING SUITS

Super-fine tailoring that you may judge the moment your eyes catch the swing of the lapels, the smooth thin edges and all the other details that the fastidious man looks for

\$15 \$20 \$25

Every garment bears the union label.

