SCENE FROM "THE BLINDNESS OF VIRTUE" BY THE BALDWIN PLAYERS AT LYCEUM

LABOR UNION DIRECTORY

FEDERATED TRADE ASSEMBLY—Meets second and fourth Friday of each month at Owl's hall, 418 West Superior street. President, W. F. Murnian, 509 East Third street; vice president, J. McClellan, 22 East First street; corresponding secretary, W. J. Dutcher, 827 East Second street; financial secretary-treasurer, Albert Courtney, 25 East Michigan street; reading clerk, A. A. Barr, 2041 Dunedin avenue; sergeant-at-arms, Nick Olson; trustees, R. J. Coole O. H. Tarun, Peter Schaeffer.

BUILDING TRADES COUNCIL—Meets the second and fourth Monday at Kalamazoo Hall, No. 18 West Superior street. President, H. R. Tinkham; vice president, J. E. Watts, financial secretary-treasurer, S. G. Nelson, 125 West Second street; recording secretary, J. H. Powers, 904 East Fourth street; warden, Fred Paulson; trustees, Fred McGrath, J. Peterson, J. D. Meldahl.

ALLIED PRINTING TRADES COUNCIL—Meets the second Monday of each month in Kalamazoo hall. President, S. M. Harrison, 928 West First street; secretary, E. F. Busk, 316 East First street.

CIGARMAKERS' UNION, No. 294—Meets at Gonska Hall, 431 East Fourth street, the first and third Wednesday. President, Peter Schaeffer; vice president, W. Cossi; financial secretary-treasurer, F. Heldemann, 731 Third avenue East; sergeant at arms, Stanley Mackowiak.

CARPENTERS' UNION—Meets every Tuesday evening at Rowley Hall, 112 West First street. President, Peter Hay; vice president, Oscar Hanson, recording secretary, O. H. Tarun, 217 Second avenue West; treasurer, Edw. Erickson, 625 Ninth avenue East; financial secretary, Abe Jappe, 217 Second avenue West, Melrose, 4455; business agent, Nick Olson, residence 2009 Piedmont avenue, office 112 West First street, (Rowley's hall). Hours, 1 to 2 p. m. Phone Zenith, Grand 157-Y.

BREWERY WORKERS' UNION, No. 133—Meets on the first and third Thursdays of each month at M. W. A. hall, Twenty-first avenue W. and First St. President, Arthur Beatty, 2809 W. Helm street; financial secretary, Jerry Deshane, 2811 W. Helm street; recording secretary, Robert McClaron, 2712 W. Helm street; Carl Zenther, treasurer, 26 Sixth avenue East.

LATHERS' UNION, No. 12, W. W. & M. L. F.—Meets on the second and fourth Fridays of each month at Kalamazoo Block. President, J. H. Tomlin; vice president, Lawrence Hanson; secretary, S. Clarence Paulson, 5728 Highland, West Duluth Station; treasurer, George Walters, 924 West Fifth street.

LONGSHOREMENS' UNION, No. 12—Meets the second and fourth Saturday of each month at Giley's hall, 320 North Fifty-fifth avenue West, West Duluth. President, J. G. O'Neil; vice president, Geo. Boghwell; recording secretary, C. A. Ammerman, 5805 Cody street; financial secretary-treasurer, Chas. Topliff, 2507 West Eleventh street.

LICENSED TUGMEN'S PROTECTIVE ASSOCIATION, No. 1—Meets every Wednesday evening during the winter months at Masa building hall, No. 2, 221 West Superior street. President, James Bishop; vice president, Henry Oestrich; second vice president, John McCaffery; corresponding and recording secretary, Albert Jones, 1001 Torrey building; financial secretary, R. F. Barrows, address, 21 Fifty-eighth avenue East; treasurer, Andrew Carroll.

MUSICIANS' UNION, No. 18, A. F. OF M.—Meets first Tuesday of each month at their headquarters, Foresters hall, Fourth avenue West and First street. President, L. F. Berger; vice president, Otto J. Wendt; treasurer, I. N. Sodahl; recording secretary, W. J. Dutcher, 827 East Second street.

MARINE ENGINEERS' BENEFICIAL ASSOCIATION, No. 78—Meets every Friday evening during the winter months at Room 610 Manhattan Bldg. President, Henry Oestrich; first vice president, Joe Majo; second vice president, J. C. Mundt; secretary-treasurer, Armour Harvey; corresponding and recording secretary, J. Q. Adams, 129 North Twenty-fifth avenue West.

PAINTERS AND DECORATORS AND PAPER HANGERS—Meets every Tuesday at Kalamazoo Hall, 18 West Superior street. President, J. E. Jensen; vice president, Andrew Wick; financial secretary and business agent, J. H. Powers, 904 E. 4th St., residence telephone Melrose 6881; treasurer, Elling Munkeby, 910 West Fourth street; recording secretary, E. J. Saltau, phone, Grand 1534-Y, 521 East Sixth street.

PLASTERERS' UNION, oN. 53, O. P. I. A.—Meets on second and fourth Wednesdays of each month at Kalamazoo Block. President, Victor Hellstrom; vice president, Thor. Honson; financial secretary-treasurer, Walter Ross, 4731 Jay street; corresponding secretary, Chas. Perrott, 2609 Highland.

TYPOGRAPHICAL UNION, No. 136—Meets first Sunday in each month at Rowley Hall. President, Edward Anderson; vice president, Olaf Johnson; recording secretary, H. Dworshak, Jr.; secretary-treasurer, Edward M. Grace, Room D, Lowell Blk., 31 East Superior street.

PLUMBERS' AND GASFITTERS' UNION, No. 11 U. A.—Meets the first and third Thursdays of each month at Rowley's Hall, 112 West First street. President, J. A. Dryke, 201 Minneapolis avenue; vice president, Rube Meyerhoff; secretary-treasurer, H. R. Tinkham, 605½ East Sixth street; corresponding secretary, John Bennett, 602 Second avenue East.

STAGE EMPLOYES' UNION, NO. 32. (I. A. T. S. E.) meets first Tuesday in month, 10:30 A. M., 22 East First street; (upstairs) President, J. Pendergast; vice president, J. J. Laundergan; treasurer, Edward Lorentz; secretary, J. W. Mulhein, 22 East First street; business representative, J. P. Shanahan, 22 East First street; Phones: Office Melrose 2347, residence Calumet 45M.

MOTION PICTURE MACHINE OPERATORS' UNION, NO. 32, (I. A. T. S. E.) meets first and third Tuesday of each month at 11:30 P. M., 22 East First street, (upstairs). Officers same as Stage Employes'. Business representative, J. R. McClellan, 22 East First street. Office phone, Melrose, 2347; residence, Grand 908.

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OPPOSE SUNDAY WORK.

SACRAMENTO, Cal., Aug. 6.—The barbers' union is opposing Sunday labor and propose picketing several shops whose proprietors believe in endless toil.

PENROD

By BOOTH TARKINGTON

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"Walk in, lay-deeze; walk right in. Pray do not obstruck the passageway," said Penrod in a remarkable voice. "Pray be seated. There is room for each and all."

Miss Rennsdale and governess were followed by Mr. Georgie Basset and baby sister (which proves the perfection of Georgie's character) and six or seven other neighborhood children, a most satisfactory audience, although, subsequent to Miss Rennsdale and governess, admission was wholly by pin.

"Gen-til-mun and lay-deeze," shouted Penrod, "I will first call your at-tain-shon to our genuine South American dog, part alligator!" He pointed to the dachshund, and added, in his ordinary tone, "That's him." Straightway reassuming the character of showman, he bellowed: "Next, you see Duke, the genuine, full blooded Indian dog from the far western plains and Rocky mountains. Next, the trained Michigan rats, captured way up there and trained to jump and run all around the box at the—at the—at the slightest pre-text!" He paused, partly to take breath and partly to enjoy his own surprised discovery that this phrase was in his vocabulary.

"At the slightest pre-text!" he repeated, and continued, suiting the action to the word: "I will now hammer upon the box, and each and all may see these genuine full blooded Michigan rats perform at the slightest pre-text! There! (There's all they do now, but I and Sam are goin' to train 'em lots more before this afternoon.) Gen-til-mun and lay-deeze, I will kindly now call your at-tain-shon to Sherman, the wild animal from Africa, costing the lives of the wild trapper and many of his companions. Next let me kindly interodoos Herman and Verman. Their father got mad and stuck his pitchfork right inside of another man, exactly as promised upon the advertisements outside the big tent, and got put in jail. Look at them well, gen-til-mun and lay-deeze. There is no extra charge, and re-mem-bur you are each and all now looking at two wild tattooed men which the father of is in jail. Point, Herman. Each and all will have a chance to see. Point to sumpthing else, Herman. This is the only genuine one fingered tattooed wild man. Last on the program, gen-til-mun and lay-deeze, we have Verman, the savage tattooed wild boy, that can't speak only his native foreign languages. Talk some, Verman!"

Verman obliged and made an instantaneous hit. He was encored rapturously again and again, and, thrilling with the unique pleasure of being appreciated and misunderstood at the same time, would have talked all day but too gladly. Sam Williams, however, with a true showman's foresight, whispered to Penrod, who rang down on the monologue.

"Gen-til-mun and lay-deeze, this closes our pufformance. Pray pass out quietly and with as little jostling as possible. As soon as you are all out there's goin' to be a new pufformance, and each and all are welcome at the same and simple price of admission. Pray pass out quietly and with as little jostling as possible. Re-mem-bur the price is only 1 cent, the tenth part of a dime, or twenty pins, no bent ones taken. Pray pass out quietly and with as little jostling as possible. The Schofield & Williams military band will play before each pufformance, and each and all are welcome for the same and simple price of admission. Pray pass out quietly and with as little jostling as possible."

Forthwith the Schofield & Williams military band began a second overture in which something vaguely like a tune was at times distinguishable, and all of the first audience returned, most of them having occupied the interval in hasty excursions for more pins, Miss Rennsdale and governess, however, again paying coin of the republic and receiving deference and the best seats accordingly. And when a third performance found all of the same inveterate patrons once more crowding the auditorium and seven recruits added the pleasurable excitement of the partners in their venture will be understood by any one who has seen a metropolitan manager strolling about the foyer of his theater some evening during the earlier stages of an assured "phenomenal run."

From the first there was no question which feature of the entertainment was the attraction extraordinary. Verman—Verman, the savage tattooed wild boy, speaking only his native foreign languages—Verman was a triumph! Beaming, wreathed in smiles, melodious, incredibly fluent, he had but to open his lips and a dead hush fell upon the audience. Breathless, they leaned forward, hanging upon his every semi-syllable, and, when Penrod checked the flow, burst into thunders of applause, which Verman received with happy laughter.

Alas, he delayed not o'er long to display all the egregiousness of a new star, but for a time there was no caprice of his too eccentric to be forgiven. During Penrod's lecture upon the other curios the tattooed wild boy continually stamped his foot, grinned and gesticulated, tapping his tiny chest and pointing to himself as it were to say, "Wait for me; I am the big show." So soon they learn; so soon they learn! And (again alas) this spoiled darling of public favor, like many another, was fated to know in good time the fickleness of that favor.

But during all the morning performances he was the idol of his audience and looked it. The climax of his popularity came during the fifth overture of the Schofield & Williams military band, when the music was quite drowned in the agitated clamors of Miss Rennsdale, who was endeavoring to ascend the stairs in spite of the physical dissuasion of her governess.

"I won't go home to lunch!" screamed Miss Rennsdale, her voice accompanied by a sound of ripping. "I will hear the tatooed wild boy talk some more! It's lovely—I will hear him talk! I will! I will! I want to listen to Verman—I want to—I want to"—

Wailing, she was borne away, of her sex not the first to be fascinated by obscurity nor the last to champion its eloquence.

Verman was almost unendurable after this, but, like many, many other managers, Schofield & Williams restrained their choler and even laughed fulsomely when their principal attraction essayed the role of a comedian in private and capered and squawked in sheer fatuous vanity.

The first performance of the afternoon rivaled the successes of the morning, and, although Miss Rennsdale was detained at home, thus drying up the single source of cash income developed before lunch, Maurice Levy appeared, escorting Marjorie Jones, and paid coin for two admissions, dropping the money into Sam's hand with a careless—nay, a contemptuous—gesture. At sight of Marjorie, Penrod Schofield flushed under his new mustache (repainted since noon) and lectured as he had never lectured before. A new grace invested his every gesture, a new sonorousness rang in his voice, a simple and manly pomposity marked his very walk as he paused from curio to curio, and when he fearlessly handed the box of rats and hammered upon it with cool insouciance he beheld, for the first time in his life, a purl of admiration eddying in Marjorie's lovely eye, a certain softening of that eye. And then Verman spake—and Penrod was forgotten. Marjorie's eye rested upon him no more.

A heavily equipped chauffeur ascended the stairway, bearing the message that Mrs. Levy awaited her son and his lady. Thereupon, having devoured the last sound permitted (by the managers) to issue from Verman, Mr. Levy and Miss Jones departed to a real matinee at a real theater, the limpid eyes of Marjorie looking back softly over her shoulder—but only at the tattooed wild boy. Nearly always it is woman who puts the irony into life.

After this, perhaps because of sated curiosity, perhaps on account of a pin famine, the attendance began to languish. Only four responded to the next call of the band. The four dwindled to three; finally the entertainment was given [illegible] and

STATEMENT OF THE DULUTH STREET RAILWAY COMPANY RELATIVE TO STEEL PLANT EXTENSION!

Duluth, Aug. 2, 1915.

Since the recent announcement of the United States Steel Corporation that the Duluth plant would be made ready to turn out steel billets by November 1st this company has frequently been asked if its line would be extended to the Steel Plant this Fall. In response to these inquiries we now beg to state that if present announced plans as to the operation of the plant and the completion of a roadway to it are carried out, and a continuation of the conditions referred to below does not make it impossible, we expect to extend to Morgan Park this Fall.

As the matter of this extension is of such public interest and has been discussed for so long a time we feel that a statement at some length covering the subject should be made.

For over twenty years the extension of the Street Railway to the Steel Plant has been agitated. This company has a map made in 1894 showing every building with names and number of occupants from 61st avenue west to the vicinity of what is now the Minnesota Steel Company's property. This map shows a proposed extension to what was then called the Ironton Steel Plant.

In 1895 the city council ordered the street railway lines extended to Gogebic street and twice since has ordered extensions to New Duluth.

On May 28th, 1907, it was first announced that the United States Steel Corporation would build a plant on the St. Louis River beyond West Duluth and the agitation for a street railway extension was immediately revived. During all of these twenty-one years, and particularly since the Steel Company's announcement of eight years ago the people of Duluth have confidently expected their hopes for a steel plant to be immediately realized, and have shown impatience because this company did not extend its lines to the location of the proposed plant in advance of its completion and in anticipation of the traffic its operation would create.

We mention these historical facts at this time, not because we now doubt that the steel plant will be put in operation this fall but only for the purpose of calling attention to the long time it has taken to realize the hopes for a steel plant at Duluth. During all of that time this company has been closely watching developments with the intention of extending its lines just as soon as it could see its way clear to safely do so. The demands for this extension were almost as insistent twenty years ago as they have been at any time since, and had this company acceded to them and made a large investment in a line for which there was to be no traffic for many years it would have resulted disastrously to the company.

There are a few of the 350 houses and apartments built by the Steel Company at Morgan Park now occupied and a few dwellings have been put up and occupied in Gary First Division, but with these exceptions the population in the vicinity of the Steel Plant and between the Steel Plant and West Duluth is about as sparse today as it was twenty years ago. During all of these twenty years of agitation for a street car line there has not been a graded roadway on which a line could be built and since the old wooden bridges began to go to pieces a number of years ago the way to the Steel Plant has been much of the time exceedingly difficult for a horse-drawn vehicle or an automobile. Street grading at the under-crossing of the Northern Pacific tracks and through Smithville will, at best, not be finished until late in the season.

Those who for years have charged the company with being backward about this extension certainly could not have consistently done so had they been able to foresee the delays that would occur or the conditions as they have existed up to this time. They must now admit that a large investment in a street railway line years before there was any use for it, even had the condition of the streets made such a line possible, would have been a positive injury to the community by crippling the company and preventing it from maintaining the admittedly excellent service it has given on its existing lines.

About three years ago prominent citizens declared that they would see to it that the roadway was graded and ready for street car rails that coming Fall. We did not think it possible for them to accomplish this but they declared that they could not fail and that we could absolutely depend upon the roadway being ready and insisted upon our at once ordering the rails. To satisfy them, rather than with any thought that it could be used, we ordered the rails, but when winter came the work had little more than been started and the rails have been accumulating rust ever since.

On July 6th, 1912, in a communication to the Greater Duluth Club, this company stated that it was then its intention to start the construction of the extension as soon as the streets were put in suitable condition and in the same communication announced that the fare on the new line would be five cents from West Duluth and ten cents from other portions of the city. The proposed ten-cent fare was from any part of Duluth as far east as Lakeside and Woodland while the railroad fare to Morgan Park from the Union Station is 12½c to 27c, from 20th Avenue west 23c, and from West Duluth 7.4c to 16c.

Before much progress had been made in the way of getting the streets in shape to make rail-laying possible the franchise rights of the company were attacked in the courts. While this litigation was going on no reasonable person expected the company to build the extension even had it been possible to finance the undertaking with such a cloud upon the franchise.

When the company's franchise rights were confirmed by a decision of the Supreme Court on January 29th of the present year plans were being made to change the grade of the street at the Northern Pacific Railway crossing at Smithville before the extension should be built. By that time Duluth was suffering from the most serious business depression in many years and construction work at the Steel Plant had been suspended. In the meantime the company's receipts which had shrunken $225.00 per day as compared with the receipts of the same time in the previous year have since been much more seriously reduced by jitney competition.

Jitney competition with street railways has been quite general over the entire country and has been most serious in cities which were suffering most from business depression and which had the largest number of unemployed wage-earners, but we are unable to learn of any city in the country whose street railway system has been more seriously affected by such competition than that of Duluth and Superior. Until within a few days the jitney drivers in Duluth, by filing a referendum petition were able to wholly evade regulation and there is as yet little prospect of their being required to assume any very burdensome responsibility. In many other cities regulation has put the jitneys upon a fairer basis of competition.

In the months of April, May and June the shrinkage in street railway receipts as compared with the same months last year amounted to $62,500, or about $687.00 per day. For July it was about $800.00 per day, and for the year we fear it will be nearly a quarter of a million dollars. Our receipts at this time and at the season when they usually are highest are barely sufficient to cover operating expense and bond interest.

The great increase in the private use of automobiles since the price has been reduced so as to put them within the means of people of moderate circumstances, has of course taken many regular passengers from the street cars but the sudden putting into use of hundreds of automobiles as common carriers of passengers for hire, without any of the burdens assumed by other common carriers, has seriously affected street railway companies in every city where it has been permitted.

Street railways have been required to furnish a regular service at all hours and seasons under all conditions and in all parts of the cities in which they operate and to do so have expended large sums for tracks and equipment upon which they are required to pay heavy taxes. They are required to spend large sums to keep their lines open during snow storms when there are few passengers to be carried, but when the service means so much to that few. They are required to expend a large portion of their profits from carrying passengers short distances under favorable conditions in maintaining the unprofitable service—the service on the long lines through sparsely settled districts, the service during the hours of the day and night when travel is light and the service during stormy weather which is maintained at great expense for the accommodation of the very few who are forced to travel in such weather. Is it fair that the jitneys should be allowed to operate only in the most congested districts, at the busiest hours of the day and under the most favorable conditions, or, to use an expression credited to a member of the jitney association, to "pick up the nickels only where the picking is good?"

If the jitneys have come to stay we will not complain of fair competition but we feel that it is only just that they should be required to take the long hauls as well as the short hauls, to run on regular schedules at all seasons and at all hours and in other ways be put upon an equitable basis as to taxation, regulation and the various burdens that other common carriers are required to bear. Entirely aside from any question of fairness or justice, how long can communities expect to get the benefit of unprofitable transportation service in the suburban districts at the hours of light traffic and during the winter months, when expense of operation is highest and traffic at its lowest ebb, if they permit the jitneys to take all the profit from the only portions of the traffic which yield any profit? It is now conceded that the best public service is given by regulated monopolies. Competition in such service is not now considered desirable. Competition forces the competitors to the same level. If competition between jitneys and street cars continues and the jitney service cannot be brought up to the standard of the street car service then in obedience to an immutable law the street car service must eventually degenerate to the level of the jitney service.

Even should the jitney as it is now operated disappear before the street railway companies of the country are seriously crippled or completely ruined by it, the constantly increasing private use of automobiles is of itself a feature which constitutes a serious hazard not before encountered in street railway undertakings.

We have stood by and seen our receipts melt away and have so far refrained from cutting our service, which is conceded to be as good as there is in the country, but if the shrinkage in receipts continues much longer there will be no possible way to avoid such a step. A reduction in service would cause serious inconvenience and discomfort to patrons of our longer lines which up to this time have been largely supported by the profits which the jitneys are now taking.

Consideration of the loss that would be caused to home owners by reason of shrinkage in value of suburban property and the great hardship that would result to suburbanites who have come to depend upon the service on our long lines has caused us to defer reducing such service until we are forced to it as a last resort. If the activity of the jitneys continues as at present it will readily be seen that the building of further extensions is a matter that must be approached with the greatest caution by any street railway company which wishes to remain solvent. If such new extensions were unprofitable by reason of length of haul or lightness of traffic then only would they escape competition by the irresponsible jitney. If the "pickings were good" the jitneys would be after them and only if the business was unprofitable would it be left to the railway. Under these conditions we are asked to hurry the extension to the Steel Plant so as to have it in operation this fall if possible.

We have never looked upon the steel plant extension as one which would be self-sustaining from the beginning of operation of the steel plant even at a ten-cent fare from portions of Duluth east of 49th avenue west, which is the lowest fare we have ever considered. While we had some profit from our short haul traffic we were willing to use it to make up any deficit until other industries in the vicinity of the plant should make an industrial center between which and the central portion of the city there would be a constant and dependable stream of trafic that would make the line profitable. Now the profits from other parts of the system have been suddenly taken away. The most significant thing the jitney has done all over the country is to completely upset the idea of losses from one portion of a street railway system being made up from the profits of another portion.

The Steel Plant will probably not employ any greater number of men in operation than are now employed in getting it ready for operation. Houses and apartments have been prepared by the steel corporation for about 1,500 persons in Morgan Park and a few of these houses are already occupied. With all of the houses in Morgan Park fully occupied and the Steel Plant in operation there will probably not be a total population tributary to the proposed line, including the entire population of Gary First Addition and New Duluth, anywhere near equal to the present population tributary to the Lakeside line east of 24th avenue east.

Most of the residents along the Lakeside line have employment in the center of the city and they are compelled to ride daily, yet the total receipts of that line are several thousand dollars per year short of the cost of the service given on the line. Most of the residents in the vicinity of the Steel Plant will be employed at the plant and will not be daily riders and all the traffic we can have any reason to expect at the beginning on the proposed extension will at one fare to West Duluth and two fares to points in Duluth east of 49th avenue west, fall far short of supporting a continuous service of anything like the frequency of that given on the Lakeside line.

At the same time that the roadway is graded so that a street car line be laid it is proposed to place a new concrete pavement on one side of the street which will make an ideal course for jitneys between West Duluth and Morgan Park in case there should be sufficient street traffic to sustain a street car line. Under these conditions we do not believe that any other street railway company would consider the building of any extension of its lines. We do not believe that there is another street railway company in the country which has suffered from business depression and jitney competition to any extent approaching that to which our business had been affected that has not already greatly reduced the service upon its existing lines and given up any thought of making extensions until there shall be a material change in the outlook. While these things very naturally cause us to hesitate about building even this extension at this time we do not in the least under-estimate the importance to Duluth of the opening of this great plant and we believe that the majority of Duluth people are sincere in their desire for a street car line rather than a jitney line to the Steel Plant. We have therefore decided to go ahead with the building of the much-talked-of extension and to put it in before winter provided the street grading at Smithville is finished in time to enable us to go through to Morgan Park, and provided that jitney competition or general business conditions do not get so much worse as to make it impossible for us to finance the undertaking. It should be understood that we cannot consider laying the tracks after frost starts on newly finished and unsettled grades and that if we are to build the line before next Spring the street grading must all be finished at least thirty days before freezing weather is likely to set in.

It is our intention to charge one five-cent fare on the new line between any portion of the city west of 49th avenue west and Morgan Park and two fares between Morgan Park and any part of the city east of 49th avenue west.

While we now expect to build this particular extension regardless of any effect up to this time of jitney competition we wish to impress upon the people of Duluth that it is for them to decide whether they shall have jitney service or a continuation of such street car service as this company has been giving on its existing lines with a prospect of further extensions as the growth of the city may require. They certainly cannot expect to have both and the conditions discussed in this announcement might yet become so serious before the road is ready for the extension to Morgan Park as to make the building of that extension impossible.

Yours very respectfully,

THE DULUTH STREET RAILWAY CO.
By Herbert Warren,
Vice Pres't & Gen'l Mngr.

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