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SEAMENS ACT IS MORE LIBERAL THAN SIMILAR LAWS OF OTHER LIKE NATIONS

WASHINGTON, Feb. 10.—A bulletin issued by the bureau of foreign and domestic commerce of the department of commerce makes it possible to find out just how the much-discussed seamen's act compares with similar laws in other maritime countries. No attempt at controversy is made in the bureau's report, and no conclusions are drawn.

The principal provisions of the different maritime laws are set forth in such a manner that the reader may make his own comparisons and form his own opinions. Special Agent Grosvenor M. Jones, the author of the report, confined his attention to Great Britain, France, Germany, Norway, Japan and the United States.

Considerable attention is given to strictness and detail of vessel inspection in the selected countries. The testing of boilers is of particular interest because the American test has been called unduly severe. A hydrostatic or hydraulic test is applied at regular intervals to boilers on British, German, Norwegian, French and Japanese ships, as well as those under the United States flag.

British Test More Severe.

In this country the test pressure is one and one-half times the maximum allowable working pressure of the boilers. In Great Britain the test pressure is twice the working pressure for new boilers and from one and one-half to one and three-fourths times the working pressure for old boilers. In Germany and France the general rule is to make the test pressure one and one-half times the working pressure.

One of the features of the German regulation is the requirement of a rigid physical examination of all sailors on German vessels. This rule has long been in force, and the examination seems to be even more severe than that required by the new seamen's act. Norwegian sailors are also required to pass a searching physical examination, but seemingly nothing of this sort is asked for sailors on British, French and Japanese ships.

A much talked-of feature of the seamen's act has been the language-test

requirement. The British have a similar test in their British merchant shipping act of 1906, which provides that no seaman shall be employed upon any British ship at any port in the United Kingdom or on the continent between the River Elbe and Brest unless he possesses "a sufficient knowledge of the English language to understand the necessary orders." This law, however, does not apply to any British subject, inhabitant of a British protectorate or to any lascar.

Tonnage Rules Liberal.

The measurement rules of the United States have often been criticized as giving our vessels a higher tonnage than the rules of other countries impose upon their vessels. Since the tonnage of a ship is the basis of various port and other charges, complaints against an excessive tonnage ruling are natural. Upon comparing the measurement rules of the several countries, as given in the bureau's report, it would seem, however, that the American rules are now fully as liberal as those of the other countries.

American shipowners, with the exception of those operating ships under the ocean mail act of 1891, are not restricted in the employment of their crews by any requirement as to the nationality of seamen. British, German and Japanese shipowners are likewise unrestricted, but British ships employed on mail or admiralty subventions must be manned to a large degree by British sailors, while subsidized Japanese ships may employ foreign sailors only with the consent of the government. French ships must in general have at least 75 per cent of the crew French citizens, while the proportion of foreigners that may be employed on Norwegian ships is definitely fixed by statute and varies from one-third to one-half.

The report is designated Navigation Laws, Special Agents' Series No. 114, and is sold at the nominal price of 20 cents by the superintendent of documents, Government Printing Office, Washington, and by the district offices of the bureau of foreign and domestic commerce.

PIECE WORK INCREASES TUBERCULOSIS AMONG MISSOURI LEAD AND ZINC MINERS

The effect of piece work and the increase of tuberculosis among metal miners in the Joplin, Mo., district is shown in a report issued by the United States bureau of mines.

Shovelers in this district work by the piece and are paid from 5 to 8 cents for each "can" of ore they shovel. These "cans" have nominal capacities of 1,000, 1,250 or 1,650 pounds.

"One can hardly realize the severity of this work without seeing it," says the report. "Hard, constant work has broken these men down, so that at the ages of 22 to 30 they are already on the down grade. The shoveler is frequently his own trammor—that is, he pushes his full 'can' out to the station and the empty one back again. Except for his hasty dinner at noon, he is incessantly at work the entire shift. Working thus at their full earning capacity day in and day out it is not surprising that, with the added exposure to rock dust, these men should contract tuberculosis to an excessive degree. Especially must this be true when they start in under age and before their bodies have been fully developed.

"After a few years of shoveling the shoveler finds himself beginning to get short winded and his strength falling. When he comes to the point

where he feels exhausted at the end of the day's work and feels 'groggy' when he starts in the morning, he begins to rely on alcoholic stimulation to see him through, and if it has not already done so, alcohol now begins to lend a hand in furthering physical breakdown. The next step in the process is tuberculosis infection. He finally becomes unable to work, and as these men usually work as long as they possibly can, death follows not long after cessation of work, most often when the man should be in the prime of life. Usually a fair-sized family is left behind and is in need of charitable assistance. Although this sequence of events has not occurred in every case of fatal illness among miners, it is fairly typical of a great many."

Attention is called to the bad housing of Jasper county miners, the absence of an established toilet system from a keg, which is especially condemned because of the danger of direct infection.

The report is an indorsement of organized labor's position that the lead and zinc miners of Joplin district must thoroughly organize and conduct an educational campaign among their members if they are to remove the deadly conditions under which they labor.

HERE'S A SELECTION OF CHOICE RECEIPTS

Potatoes Soften.

One tablespoon shortening, three baked potatoes, one yolk of egg, one tablespoonful cream, salt, pepper and red pepper to taste, chopped parsley, watercress.

Split the potatoes in halves lengthways. Scoop out centers, rub them through a sieve, add seasonings, melted crisco, yolk of egg and cream. Beat well till light, then put mixture into forcing bag with tube; force into potato cases, which should be dried. Heat in moderate oven. Sprinkle a little chopped parsley on top and serve decorated with watercress.

Vegetable Soup.

Run through food grinder two large potatoes, one onion, one carrot, one large ripe tomato or one quart, one-quarter of a small cabbage, one pound of neck beef; place all in a kettle with about three quarts of water and cook one hour; then add five tablespoonfuls of washed rice and cook one-half hour longer; stir often to prevent burning.

Sour Milk Cookies.

One and one-half cups of sugar, one-half cup of butter, one cup of sour milk, one teaspoonful of soda, dash of nutmeg, flour. Cream the butter and sugar. Dissolve the soda in the sour milk and add to the butter mixture. Grate in the nutmeg and add sufficient flour to make a dough soft enough to roll out about one-half inch thick. Bake in a moderate oven.

Flour, one cup of sugar, one cup of lard, pinch of salt, one-half cup of sweet milk, flavoring (vanilla or one-half grated nutmeg), one heaping teaspoonful of baking powder. Add the milk, salt and flavoring. Sift the baking powder in with one cup of flour and then add enough flour to roll out thin. Bake the cookies in a quick oven.

Welsh Rarebit.

Shave very fine or grate, a good one-half pound medium cheese. Set this aside. In a saucepan pour two large cups of milk. When scalding hot add one tablespoon of cornstarch, dash of cayenne pepper, quarter teaspoon of salt, one-half teaspoon of mustard and one-half teaspoon of Worcestershire sauce, with a little cold water. Stir into scalding milk

and cook about five minutes. Then add the grated cheese. Serve on crisp buttered toast.

Fruit Pudding.

Grease dish with butter, then fill it half full of fruit; over this pour a stiff batter made of one-half cup of sugar, one cup of milk and one egg, a pinch of salt and flour enough, with one teaspoon of baking powder. Bake one-half hour or till it does not stick to straw. Canned cherries are excellent. Serve with cream.

Cheese Celery.

Select tender stalks of celery with a deep groove on one side. Wash it thoroughly in cold water and dry it upon a clean cloth. Mash fine one Neufchatel cheese (American cheese may be substituted), and four tablespoonfuls of cream and two tablespoonfuls of mayonnaise, a dash of paprika, and beat lightly with a fork. Fill the groove of the celery with the mixture, and round it up smoothly.

Candied Orange Peel.

Remove all the white membrane from peel. Cut peel with scissors into strips one-fourth inch wide and one inch long. Boil twenty minutes in clear water, skim out from water and repeat until it has boiled in four waters. Skim out again. Measure peel and put into saucepan with an equal measure of granulated sugar. The moisture of the peel will melt sugar. Boil gently in syrup as long as possible until syrup is boiled away, tossing frequently with a fork and sprinkle granulated sugar over it. When cool, pack in tight glass jars or in tin boxes. This will keep for a long time and is very nice.

Arrowroot Sauce for Pudding.

A good pudding sauce that requires no butter or eggs is as follows: One tablespoon arrowroot, four tablespoonfuls sugar, juice of one lemon, one cup water, a little grated nutmeg. Mix arrowroot and sugar; add to cold water, put over the fire in a saucepan. Stir over the fire until mixture boils. Then add lemon juice and nutmeg. It is then ready to serve.

To Whiten Piano Keys.

Wet strips of cotton flannel with oxalic acid and lay upon the keys, removing when dry and replacing. Be careful the acid does not touch any other part of the piano. Strips should not be wet—just well moistened. Polish, finally, with French chalk.

CONNORS' COMBINE NOW A CERTAINTY

Buffalo Man Succeeds in Swing- ing Big Deal in Lakes Shipping.

CHICAGO, Feb. 10.—W. J. Connors, Buffalo, who is closely identified with lake shipping service, will head the company that has been organized to lease the boats formerly operated by the Western Transit company, the Anchor line, and the Erie Transportation company, the first two between Buffalo, Chicago and Duluth, and the Erie between Buffalo and Lake Superior points. This will give the new company a fleet of 25 boats, the Anchor line, controlled by the Pennsylvania, furnishing 12, the Western Transit, controlled by the New York Central, nine, and the Erie Transportation, controlled by the Erie railroad, four.

It has not yet been made clear what disposition will be made of the 12 boats owned by the Mutual Transit company, in which several of the roads are interested, but three owned by the Canada-Atlantic line, the Grand Trunk's boats. The Rutland company, another New York Central interest, sold six of its boats into the coastwise trade on the Atlantic and last week disposed of the two remaining boats.

It also has become fairly certain that the Lehigh Valley, which owns six boats, besides an interest in the Mutual line, will carry the case to the courts on the ground that its traffic arrangements west of Buffalo do not make it a railroad parallel and competing with the boat lines, and so include it in the Panama canal prohibition. If the Lehigh Valley is successful in overturning the commission's decision it will increase its service. If the commission is upheld arrangement is said to have been made with Mr. Connors to take over the boats.

A \$5,000,000 capitalization is contemplated, although it is understood in Chicago that Mr. Connors has been offered all the capital he needs by eastern interests.

The shippers received the news with mixed feelings and some suspicion. Mr. Connors being so closely affiliated with the railroad interests, that the boat service might not be competitive even after the change. His acquaintance with the subject was admitted.

JUSTICE HUGHES IS HAVING HARD TRIAL

(Continued from page 1.)

solutely. Nobody can tell the thing into which he will change it, but it will be transformed. No appointment ever made to it hereafter except with a view to presidential politics. It will have become a stepping stone to the presidency. It will have become a forum in which rival candidates will jockey for position in the presidential race. And that means a revolution in the most powerful department of the federal government—the department of justice.

Opposes Backward Revolution.

I am not opposed to revolutions as such. I am for revolutions of the right sort. I feel, however, that to change the supreme court into a sort of presidential waiting list of men who are given their great eminence by appointment, and not by election, and who hold their positions for life is a revolution backward instead of forward.

"No man has a right to decline the office of President if it is offered him. This we hear certain breed of fools talking when Hughes is discussed.

What gives George Washington his clearest title to immortality? Leading the armies of a great revolution? No.

Washington is immortal because he not only led the revolution, but because after that revolution was successful and he had been President, he declined the nomination when it was offered him at a time when he believed that he should not accept it.

Has Great Opportunity. Hughes has the greatest opportunity of any man since Washington. He may have a chance to reject absolutely the presidency offered at a time when, as patriot, he should not take it.

He will become immortal if he so acts as to prevent the supreme court of the United States from becoming the great auction block of American office-brokerage.

MAKE ODD CHARGES AGAINST BRANDEIS

(Continued from page 1.)

the dictation from Lawler made a public statement, with a photographic reproduction of his notes, exposing the existence and contents of the document. This exposure ended Brandeis's protest to prove his case, and resulted some time after in the "resignation" of Secretary Ballinger from the cabinet under threat of impeachment by the house of representatives.

Brandeis's conference with the stenographer who made the public statement is characterized by the reactionary senators as "unethical" or "unprofessional" conduct.

From the standpoint of the public, however, Brandeis's action in the Ballinger case, which resulted in saving the coal fields of Alaska to the public, is an added reason for his confirmation.

Celery, Pineapple and Nut Salad. Cut the slices from a can of sliced pineapple into small cubes. Cut in equal quantity of tender celery into small pieces, sprinkle with lemon juice and stand in a cool place until chilled. Add one-fourth of a cup of blanched and chopped almonds, or pistachio nuts, to a cupful of mayonnaise dressing and use sufficient dressing to mix thoroughly, with the celery and pineapple. Serve on lettuce leaves and garnish, if desired with more chopped nuts.

MAKING CHANGE ON STREET CARS!

CONDUCTORS REQUIRED TO BE ACCOMMODATING WHEN POSSIBLE

We desire to again respectfully call the attention of our patrons to the necessity of providing themselves with change before boarding cars.

Conductors are required to be prepared to furnish change up to the amount of \$2.

Some persons appear to have the idea that the offering of any piece of "good money" on a street car is "legal tender" and that on making such tender they have the right to be carried whether the conductor is able to make change for it or not. This idea is erroneous, as the courts have held that the tender of a \$5 bill in payment of a 5-cent fare upon a street car is an unreasonable and therefore not a legal tender. It will therefore be seen that a person who gets aboard a street car with nothing less than a \$5 bill in the same position as one who has no money at all, so far as paying his fare is concerned, and that in such cases it is not as unreasonable as it may at first appear for the conductor to politely ask him to step off the car, procure change and take the next car.

INSTRUCTIONS TO CONDUCTORS

But while conductors are not required to furnish change for any sum in excess of \$2, they are instructed by the company to do so as an accommodation to passengers when possible. A conductor is required to have \$10 in change when first starting out, and it can easily be seen that the changing of \$5 bills from two passengers would exhaust this supply. If he accepted two such bills he would be compelled to stop the car and seek change himself while all his passengers waited.

MISTAKES IN CHANGE

When a conductor takes a piece of money from you from which you expect change, and passes on without returning change or audibly calling out the denomination of the money, you should not rely upon his having correctly read it and upon his returning your change to you later, but should call him back at once.

In order to prevent mistakes in change, misunderstandings and short change complaints, our conductors have been instructed to call out audibly the moment they receive a piece of money from a passenger, the denomination of the coin or bill, the number of fares which they understand are to be taken from it, and the change to be given in return, and to at once count out the change audibly as they hand it to the passengers. Co-operation of our patrons in insisting upon our conductors observing this rule will be greatly appreciated and will greatly assist us in preventing mistakes regarding change.

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Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

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