

THE DEVILS LAKE WORLD
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GREAT LABOR WAR COMING.

The United States is facing the possibility of one of the greatest labor wars of history. If their demands are not complied with when presented on March 1—if they are presented—about 310,000 railroad men, conductors, engineers, firemen and trainmen may quit work, practically tying up the commercial and therefore the whole industrial life of the nation.

For the first time in history, the four great labor organizations which embrace practically every man in the railroad industry are working in unison. They demand shortening of the working day from ten to eight hours, and the payment of 50 per cent additional for overtime.

A vote is being taken on the proposition at the present time. It is said that this vote is overwhelmingly in favor of the increased compensation, with a strike as the alternative.

The railroads maintain that as their rates are regulated by law and therefore their revenue is limited, many of them would be forced into bankruptcy by this increased demand for compensation, which would mean a big annual increase in the amount received by the railroad workers.

Already some of the commercial journals of the east are taking up the cudgels in behalf of the railroads. One paper goes as far as to say:

"The railroads cannot accept the new labor demands without bankruptcy or corporate success. In the unfortunate controversy thus precipitated on the country, both sides are firm. The employees' associations are among the most vigorous, the most intelligent, and hitherto, the most conservative of labor organizations. The railroad companies embody the industrial energy of the union. If a satisfactory basis of adjustment is not reached, we shall witness a war at home that may not be as bloody as that abroad, but which may be almost as devastating in its effects."

Railroad men feel that they are entitled to a share of the tidal wave of prosperity that has swept over the industrial life of the nation as a result of the European war.—Grand Forks Herald.

WHAT CAN THE LAW DO HERE?

There are some wrongs in this world which are too complicated for the ordinary laws of man to deal with. The observation is called forth by the recent conspiracy of the Urdike brothers of Chicago, the one 38, the other 21, to murder their father and mother. The elder Urdike is wealthy, and has always been exceedingly generous to his boys—perhaps too generous. At any rate, they showed their gratitude by plotting to kill their parents, though the younger man asserts he took part in the preliminary plans only in order to reveal the perfidy of his brother.

The conspiracy was thwarted, and the two brothers were lodged in jail and an indictment for attempted murder was returned against them. At this point the poor old father—and he is poor, even if rich in this world's goods—refused to carry the proceedings against his sons any further. With the consent of the prosecuting attorney he got his unfilial children out of prison and arranged to put them on a farm, where they could drink in a little fresh air and cogitate on their tragic shortcomings.

Now, obviously, these young men deserved pretty severe punishment, but what could you expect their parents to do? The bluest crime in the whole world was not enough to make them testify against their sons on the witness stand. Yet what conflicting emotions, what despairing thoughts must fill the hearts and minds of that aging couple! Life holds nothing more for them. And the sons—always the dreadful indictment will stand over their heads, and their remorse will be a living torment to them as long as the days pass.

Surely it doesn't pay to violate the sacred virtues which have been held up for our emulation since Moses received the law on Mount Sinai and Jesus Christ reiterated and enlarged on them in his talk to the multitude from Mount Hattin.

For years the newspaper men of the State have been paying an exorbitant insurance rate on their newspaper property, and yet we believe that there is no line of business in the state that has suffered less from fire losses than printing offices. It is a fair estimate to say that the newspapers of the state are paying from \$40,000 to \$50,000 annually in premiums, and that only a small percentage of this has been returned to them in losses. A movement is now on to organize a Publishers Mutual Fire Insurance Company, and by doing this we believe that thousands of dollars can be saved to the newspaper men of the state each year. The Merchants, the implement dealers, the lumbermen, the laundrymen, the farmers, and many other organizations now have their own insurance companies and they are proving a howling success. Why not the newspaper, boys? The movement is on and with the proper assistance of the publishers this company will be organized and start doing business. Let us all put our shoulder to the wheel. It is going to be a big money saver to the newspapers.

Louis J. Brandeis has been named by President Wilson for one of the Federal judges, and now there is a row on as to his confirmation, and before the appointment is confirmed, if it ever is, there is likely to be considerable friction. Mr. Brandeis is an able attorney, but just what experience he has had to qualify him for the position is unknown to us at this time. In the past Mr. Brandeis has been somewhat antagonistic, to the railroad interests, and the main objection to his appointment seems to come from that source. If he has the proper qualifications we do not believe that the railroads or any other particular class should have it in their power to say whether he shall be judge or not. A Federal judge is supposed to be a representative of all the people and woe to the day, when a handful of corporation men can dictate as to who shall sit on the bench of our highest courts. When that time comes, we may look for a revolutionary uprising.

We notice in the list of names recommended by the State Republican Central Committee as delegates to the National Convention, that of James McCormick of this county. We believe that this is a good selection. Mr. McCormick has shown himself in the past to be a Republican at all times. He is a fair minded man and one in whom the people repose confidence. While he may not have always agreed with everything the party has done, nevertheless he has stuck to his party and has always fathered the idea that all differences of his party should be adjusted within the party. He will make an able representative from North Dakota to the National Republican convention.

If the Republican party of North Dakota want to be on the political map they will do well to send a set of Delegates to the National Convention, without their being hitched to the tail of the LaFollette kite. It is conceded, even by the supporters of LaFollette that he stands no show whatever of receiving the Republican nomination for president. Then why hand him over the delegation from this state for trading stock? Would it not be much better for the party in this state to send a delegation of able men to the National convention, and let them use their best judgment in the matter of selecting a president, instead of having them headed by the little boss of Wisconsin to dictate to them what they shall do. The men who the Republican central Committee

have selected, as candidates for delegates to the National Convention are all men with reputations, such as would cause the people of this state to repose confidence in them, and we believe that they would represent this state in a satisfactory manner without any of the assistance of any man from Wisconsin, or any other state.

Already in Nelson county three different candidates for honors at the coming election have made their appearance. There are already two or three candidates for the office of sheriff. This is starting into the game rather early, but possibly they believe in the old adage that "the early bird catches the worm."

TEACHERS' EXAMINATION.

Examinations for first and second grade elementary certificates will be held in the Commercial room of the Central School building, Devils Lake City, February 10th and 11th, beginning promptly at 8:30 A. M. Material for work will be furnished applicants for certificates.

J. A. HAIG,
Superintendent.

PAIGE
The Standard of Value and Quality

The New Paige "Six-38" is here

AT THE VERY earliest opportunity—today if possible—we want you to come to our salesroom and see the latest addition to the Paige line of six-cylinder cars.

Right now, we might tell you that this new Paige is a startling achievement.

We might tell you about its remarkable motor—its luxurious appointments—its rich French leather upholstery—its roomy seating arrangements for five full-grown passengers—its ample wheel base and impressive European stream lines.

We might tell you about all of these features—and a great many more. But we much prefer that you shall establish them for yourself.

We want you to FIND in this car your ideal of what a five-passenger automobile really should be.

We want you to personally "discover" the car that you and your family have been waiting for and hoping for these many years.

We want you to set your expectations just as high as you possibly can. Then, examine this new Paige and see if you are obliged to make one single compromise.

We ask you to do this for yourself. We shall be quite content to abide by the result.

And, now, let us say a word about "price."

This has been a strenuous season in the motor car field—an especially strenuous season in the light six division.

Prices have been slashed right and left. Bold, intemperate "claims" have been made and it has, perhaps, been difficult for the public to separate the wheat from the chaff.

But—no matter what the "claims" may be—the public is concerned first and last with Quality—basic quality—fundamental quality.

It is a matter of public knowledge that the cost of raw material and labor has vastly increased during the past twelve months.

So, this is the year of all years when you must investigate and analyze before you finally decide to make your investment in an automobile.

Only too often a cut in price means a proportionate cut in quality. A car, you must remember, can be "refined" to the point where all of the goodness is taken out of it.

Therefore, make it a point first of all to critically investigate the car which you propose to buy. Pay attention to the little details quite as well as the big ones. *Actually satisfy yourself that price reduction has not meant quality reduction.*

It is on this basis that we want you to consider the new Paige.

Last year the "Six-36" sold for \$1095. Now we offer you a greater car—a finer car—a more luxurious car—and a reduction of \$45 in price.

All of this has been made possible by just one thing—the overwhelming demand for Paige automobiles.

This demand has increased Paige production more than 200 per cent in the past six months. This demand has forced us to double the size of our factory—double our equipment of machinery—double our force of skilled workmen.

Now, we are in position to make use of every labor saving device known to scientific management. With large scale production methods, we are able to effect savings which were absolutely impossible with a smaller output.

As a consequence, we are in a position to offer more actual dollar for dollar value than ever before in the history of this company. We have reached the point where each unit of a Paige car is produced with maximum Efficiency and Economy.

These are the facts. These are the reasons for the extraordinary value which you will find in both the new five-passenger "Fleetwood" model and the larger Fairfield "Six-46."

But see the cars for yourself. Take nothing for granted except the evidence of your own eyes. Give us an opportunity to prove our case to your entire and absolute satisfaction. That is quite all that we ask.

Specifications "Six-38"

Motor—38 H. P.; six cylinder; cast on bloc from special gray iron; bore 3 1/2", stroke 5". Cylinder head cast separate. Bottom of crank case sheet steel.

Transmission—Three speeds forward and reverse in an aluminum case at rear of motor. Transmission gears and shafts are Chrome nickel steel, heat treated and ground. Shafts carried on annular ball bearings; and Hyatt roller bearings. Oil capacity 2 quarts.

Clutch—Multiple disc, cork inserts enclosed in flywheel and running in oil; 14 discs; 36 corks in each of seven driving discs.

Frame—High carbon steel, channel section, 4" deep and 3 1/2" flange; 1/4" thick. Frame tapers to 2 1/2" in front, giving short turning radius.

Springs—Special spring steel stock, heat treated. Front semi-elliptic 36" long, 2" wide. Rear: Cantilever type 44" long, 2 1/4" wide.

Tires—Goodyear Firestone 32" x 4"; safety tread on rear.

Wheel Base—117".
Steering Gear—Jacox irreversible screw and split sleeve type.

Carburetion—Rayfield, fitted with hot air intake tube. Dash adjustment.

Electrical System—Gray & Davis improved electric starting motor; Gray & Davis separate electric generator with automatic electric governor.

Ignition—Remy high tension distributor and Willard 6-volt battery.

Standard Colors—Paige Richeieu Blue; straw wheels. Nickel trimmings all models.

Other Models

Fairfield "Six-46" - \$1295
With detachable winter top - \$1545
Cabriolet - \$1600
Sedan - \$1900
Town Car - \$2250
f. o. b., Detroit

Paige-Detroit Motor Car Company, Detroit, Michigan

W. J. REDMOND, Agent, Devils Lake, N. D.

HORTON MOTOR CO., Distributors, Fargo, N. D.

The Fleetwood "Six-38"
\$1050
f. o. b. Detroit

