

THIS PAPER REPRESENTED FOR FOREIGN ADVERTISING BY THE

AMERICAN PRESS ASSOCIATION  
GENERAL OFFICES  
NEW YORK AND CHICAGO  
BRANCHES IN ALL THE PRINCIPAL CITIES

# THE BEMIDJI DAILY PIONEER

ENTERED AS SECOND CLASS MATTER AT THE POSTOFFICE AT BEMIDJI, MINN., UNDER THE ACT OF MARCH 3, 1879.

In the City of Bemidji the papers are delivered by carrier. Where the delivery is irregular please make immediate complaint to this office. Telephone 31. Out of town subscribers will confer a favor if they will report when they do not get their papers promptly.

Every subscriber to the Daily Pioneer will receive notice about ten days before his time expires, giving him an opportunity to make an advance payment before the paper is finally stopped.

**Subscription Rates.**  
One month by carrier.....\$ .40  
One year, by carrier.....4.00  
Three months, postage paid.....1.00  
Six months, postage paid.....2.00  
One year, postage paid.....4.00

**The Weekly Pioneer.**  
Eight pages, containing a summary of the news of the week. Published every Thursday and sent postage paid to any address for \$1.50 in advance.

Published every afternoon except Sunday by the Bemidji Pioneer Publishing Company.  
**G. E. CARSON.** **E. H. DENU.**  
**HAROLD J. DANE, Editor.**

## A State Commission.

An editorial recently appeared in these columns calling attention to the fact that Governor Hodges, of Kansas, had advocated a commission plan of government for that state. Yesterday, a bill was introduced into the Minnesota house which would provide for such a commission. It is backed by Speaker Rines and is the joint work of the speaker, W. I. Nolan, his floor leader, and Henry Pless.

The bill provides for submission to the people of the state of a constitutional amendment creating a state executive department to consist of a governor, lieutenant governor, auditor and four commissioners, and providing that the governor and the four commissioners shall make up the state commission and have general supervision of the executive departments of the state.

Under the proposed amendment, the terms of the governor and lieutenant governor would be two years, while those of the four commissioners and the auditor would be four years. The state auditor is made the accounting and auditing officer of the state.

The bill provides that the commission, consisting of the governor and four commissioners, shall have power to appoint all officers provided by the law or constitution and to fill all vacancies. The executive department would be divided into four divisions and a commissioner would head each division. The naming of the divisions is left to the legislature, but it is provided in the bill that one of the divisions shall have custody of the state schools and the other lands. The commission would constitute the state investment board.

Details of the commission plan are left to the legislature, the proposed amendment carrying a provision that the legislature may adopt "appropriate" laws to carry out the general plan.

## To Gettysburg.

At Gettysburg, back in sixty-three, Minnesota was famous as state could be;

Her boys in homespun carried the day,

They held the pick of the south at bay;

They fought like devils, they did their best.

God bless all those that have gone to rest.

Never did bard or heroes sing

Who louder did freedom's tocsin ring;

Their deeds grew brighter year by year.

Of greater fighters now we hear:

The gods will weep and men will laugh—

Those heroes are on the governor's staff.

Where the old heroes fought and bled

Sweet freedom raised her drooping head.

Go back, sit down, old boys in blue;

The staff pulled Adolph Olson through.

In line, old boys, bring up the rear,

Give them a hearty, lusty cheer.

The governor and his gold-laced staff;

Don't mind that all the rest will laugh.

—Knud Wefald, Rep. from Hawley, Minn.

## Rates Will Be Held Up.

Charles B. Cheney, political writer of the Minneapolis Journal, has the following to say about the Cashman distance tariff bill:

"The distance tariff has a hard road ahead, after its six year struggle for passage. First, it has to be signed by the governor. While Governor Eberhart would like to veto it,

he probably will not, as he would run against a tremendous fire of criticism that might be fatal to his political ambitions. The bill as drawn takes effect Jan. 1, 1914, but it is up to the railroad commission then to prescribe a new schedule of rates according to distance, to become the rigid rule in Minnesota. That would be the signal for the railroads to begin action in the federal courts,

which would hold the measure and the new rates up for three or four years at least. This is on the assumption that the United States supreme court reverses the Sanborn decision. If the higher court sustains Judge Sanborn's view that the state rates interfere with interstate commerce the Cashman bill would be absolutely null and void. If the final decision holds the mooted Minnesota

rates confiscatory, then the railroad commission will be hard put to it to devise a schedule of rates under the Cashman bill that would not actually advance the present rates in a great many cases. Any schedule reducing present rates materially would be held up in court for some years.

**Daily Thought.**  
It is indeed a desirable thing to be well descended, but the glory belongs to our ancestors.—Plutarch.

**Daily Thought.**  
Men do less than they ought unless they do all they can.—Carlyle

**TO CURE A COLD IN ONE DAY**  
Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

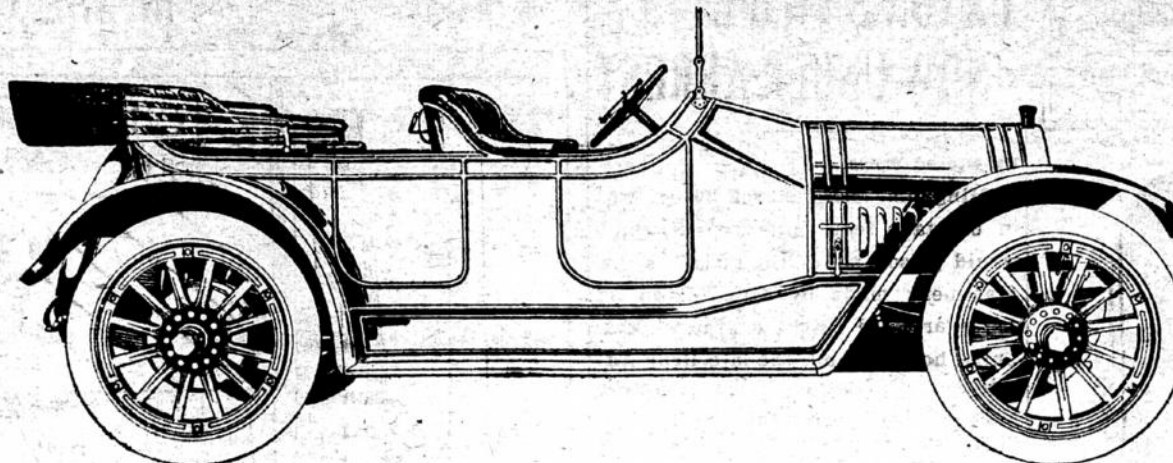
## Cat Got Dizzy.

Augustus Johnson, a machinist employed by the Seth Thomas Clock company in Thomaston, Conn., tells this story: "I went fox hunting by moonlight one night recently. Near Henry Pickett's house a large house cat came along pursued by a fox. The feline climbed a tree, whereupon the fox began to circle about the trunk. The cat watched the fox until it became dizzy and fell to the ground. As the fox started away with the cat I shot and got both fox and cat."

## Chamberlain's Tablets for Constipation.

For constipation, Chamberlain's Tablets are excellent. Easy to take, mild and gentle in effect. Give them a trial. For sale by Barker's Drug Store, Bemidji, Minn.—Adv.

Subscribe for The Pioneer



Five Passenger Touring Car---\$1500

# THE POWER OF THE 1913 MITCHELL

Its there. Never have you heard of any such power ANYWHERE! And its all because of the still further development of long stroke motors by the Mitchell company---the pioneer long stroke makers in America.

Also, we're going to crow, right here and now, over this long stroke business. Our predictions made a year ago of "A stampede to long stroke motors" have happened.

Just look at the cars NOW having long stroke motors. From the cheapest to the dearest they're using them. All these companies hand the cake to the Mitchell. Their adoption of the long stroke is significant. Its a pointblank admission that the Mitchell idea is RIGHT.

The Mitchell company led the way in America. Long stroke motors—and power—were the watchwords, the ear-marks, of Mitchell cars. Other makers—staid—in a rut perhaps—let pass unheeded the plain handwriting on the wall. They stuck by their guns season after season until their cherished ideas came crumbling down about their ears.

What shook the foundations of their faith—dislodged their time worn theories?

## THE LONG STROKE MOTORS OF THE MITCHELL

We knew it would come—this stampede to get on the band wagon. Such success—such power—as the Mitchell is famous for, got the ear of the public, and then the money. And gradually other makers sat up—and pondered.

Result was they're now in line, making long stroke motors. They'd hate probably refuse---to admit the Mitchell influence in their change of front. It isn't necessary that they should---the facts tell the story.

These other factories are NOW where the Mitchell company was FOUR YEARS AGO---feeling their way---trying it out---moving slowly in the development of their long stroke motors. Being human they will make mistakes but if they stick to it, some day in the FUTURE they will give you the power the Mitchell does NOW. We're not predicting they will equal the Mitchell prices---we're speaking of long stroke power. And in this power question they have a long ways to go to equal the Mitchell.

Mitchell designers have a right to chuckle for, besides setting the pace---pointing the way---they know they are STILL WAY AHEAD.

Have you read the sizes of Mitchell motors for 1913? If so, you know the Mitchell motors for 1913? If so, you know the Mitchell makers have taken a still longer step forward.

Cylinders in 1913 Mitchell cars are 4 by 6 and 4 1-4 by 7. These Motors

## CHALLENGE THE AMERICAN MARKET FOR POWER

Leaving out prices compare these motors WITH ANY CAR MADE. We don't exclude the extremely high priced---the class-cars. THERE IS MORE POWER in these 1913 Mitchell motors than you'll find anywhere else.

Piston displacement governs power; economy, long life, flexibility, and ease of handling come from the long stroke if properly designed. Mitchell motors are properly designed. They are the T-head type. This year they have a LONGER STROKE THAN EVER. They give MORE POWER THAN EVER.

\$1500 models, 4 cylinders 4 1-4 by 7, called 40 h. p. give 53 on block test, 397.21 cu. inches piston displacement.

\$1850 models, 6 cylinders 4 by 6, called 50 h. p. give 62 on block test, 452.34 cu. inches piston displacement.

\$2500 model, 6 cylinders 4 1-4 by 7, called 60 h. p. gives 81 on block test, 595.82 cu. inches piston displacement.

## HOW TO FIND CUBIC INCH PISTON DISPLACEMENT

Square the bore of the cylinders; multiply the product by .7854; multiply this by the number of cylinders.

You know the motor size of some favorite make of car. If you don't, find out. Then work out the piston displacement by the above formula. We would do it for you only the result would be ALL IN THE MITCHELLS favor—and might be construed as a "knock."

We want you to do it yourself---that will bring home to you the fact of Mitchell motor supremacy.

Mitchell power is as far in advance as Mitchell motor design has been. Its quite a natural condition.

Now for one criticism. It comes from competitors. All they can say is this: "It's too much for the money."

This remark is good for YOU to remember.

We know it is BIG value—but not TOO MUCH according to Mitchell standards of value.

## HERE IS WHAT YOU GET BESIDES POWER

Electric Lights, Electric Starter, Bosch Ignition, Left Side Drive Levers in Center; Firestone Quick Detachable, Demountable Rims with one Extra; Electric Horn, Adjustable Rain Vision Windshield (built as part of the body---not an afterthought) Long Wheelbases, 120, 132 and 144 inches; Big Wheels, 36 by 4, 36 by 4 1-2; Jones Speedometer, Double Drop Frame (bringing car weight low) Long, Clean Running Boards; Timken Bearings in Front Axels; Seven-eights Elliptic Springs in Rear; Gasoline Tank in Rear with Automatic Air Pressure; Turkish Upholstery 10 Inches Deep; Special Mitchell Top of Silk Mohair. Storm Curtains and Dust Envelope; Rayfield Carburetor; T-Head Motor Fully Enclosed; Nickle Trimmings Throughout; Illuminated Dash; Tire Carrier; Carpet on Back of Front Seat; Robe Rail, Foot Rail, Complete Tool Outfit, Jack, Pump, Tire Repair Outfit; Oil Gauge, Gasoline Gauge and Speedometer Are Set Flush With Floor-board.

# E. H. DENU, Agent.,

Bemidji, Minn.

Frederick E. Murphy Automobile Co.

Northwestern Distributors

Minneapolis, Minn.