

## Ask Your Dealer

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<b>STAR</b>	<b>SUPERIOR</b>
<b>SUNSET</b>	<b>PERFECTION</b>
<b>JANITOR</b>	<b>SELECT</b>
<b>SPECIAL</b>	<b>OUR WINNER</b>
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## CITY OWNERSHIP

**Expert Tells How Municipal Tramways Work In Glasgow.**

**He Predicts That Chicago Will Make a Great Success With the System.**

James Dalrymple, head of the Glasgow municipal tramways, is a man of great executive ability, quick to think and act. Discussing his mission to Chicago, he said:

"When the corporation of Glasgow, last week, received Mayor Edward F. Dunne's cablegram asking a leave of absence for me to go to Chicago, the officers were holding their regular weekly meeting. They unanimously granted Mayor Dunne's request. The Lord Provost and corporation felt highly gratified and honored by the request that they allow one of their officials to visit Chicago to advise the city government about the operation of municipal tramways.

"I have been in the city's service twenty-four years. Ever since my youth I have been in various departments, and, therefore, fully understand municipal work in all its branches. For the past eleven years I have been associated with the tramways, joining the department when the corporation took over their operation from a private company. Since 1894 I have served in various branches of tramways department, becoming general manager in 1894, succeeding General Manager John Young, whom Mr. Yerkes had engaged for his London Lines.

"Glasgow's tramway system is the largest in Scotland, with 50 miles of single tracks and 4400 employees. The municipalization started in 1894 with horse traction, but immediately prepared to inaugurate mechanical traction. Four years after the municipalization of the tramways we electrified the system, after the general manager and engineers had visited the United States and studied the progress of electric traction there.

"When the Glasgow tramways were owned by private companies, the system was allowed to deteriorate. The employees were poorly paid, had long hours of work and consequently an inferior class of men. All these and other circumstances caused the citizens of Glasgow to take up the question in the elections. In the municipal election of 1891 the matter came to a crisis. Immediately after the election our council almost unanimously decided to take over the ownership and operation of the tramways. Since then the municipality has entirely revolutionized the system.

"Indeed, Glasgow's action has changed the tramway work of the entire kingdom, not only regarding the substitution for mechanical traction, but in the direction of municipal ownership everywhere.

"Here, the moment the people took over the tramways the fares were reduced. Now people can ride two and a third miles for a penny. The wages of the employees have been increased and the hours of labor decreased; the men are supplied with uniforms free and enjoy many advantages. The result is that municipalization has made the Glasgow tramways department one of the most complete in the world.

"The Glasgow taxpayers have been benefited in innumerable ways from municipalization of the tramways, water and gas and other utilities.

"Concerning my visit to Chicago, I have not the slightest idea what questions the people of Chicago will ask about their tramways, or what line of procedure I will be asked to take. I am leaving myself perfectly free in the matter until I have interviewed Mayor Dunne. Just now Glasgow is seeking parliamentary power for large extensions of our tramways, some fifty miles of these extensions being strongly opposed by privately owned railroad companies. As there will be a fight between the city of Glasgow and the railroad companies, it will be impossible for me to start for Chicago until the battle is decided. It will probably be the second week in May before I start.

"Glasgow has adopted the overhead system of traction. Indeed, it was the only system possible of adoption, as it was impossible to lay mains

for a conduit system. The Glasgow people are more than satisfied with the overhead system, which works admirably. Our tramways have been a huge success in every way since the municipalization, and if the system of Chicago is planned on the same lines as that of Glasgow, local considerations permitting, there will never be any cause for complaint.

"However, I am so entirely ignorant of Chicago's necessities and requirements that I cannot say anything until after I have examined things on the spot. I must observe the conditions under which the present system is working. I am anticipating the visit to Chicago pleasurable. It will certainly prove of great educational value to me.

"The American people have always been so far in advance of us in all matters relating to electric traction that I am sure to learn a great deal during my visit, and also perhaps, be able to tell Chicago what Glasgow has done and is doing."

**What Carnegie Thinks.**  
After the election in Chicago Andrew Carnegie sent the following note of congratulation to Judge Dunne, mayor-elect of the second largest city in the United States:

"Tell Judge Dunne not to stop until every public utility that can be made the subject of private monopoly has been placed under the control and operation of the city. Chicago is still in its infancy. It has scarcely yet begun to grow. Some of these days I am going to take a car and go clear through to the coast and see how the country has grown up. I take it as a great compliment to Scotchmen and to Glasgow that Mayor Dunne should select a Glasgow expert to tell the people about the operation of municipal ownership."

**Ashland, Wis., Experiment.**  
The city of Ashland this spring experimented for the first time with Wisconsin's new primary election law, says Mayor Williams, which abolishes delegates and conventions and gives every voter the utmost freedom in voting directly for party nominees.

The principal issue of the campaign preliminary to the primary was whether or not the City of Ashland should again issue a franchise to a private concern for lighting privileges. Opposition to the extension or renewal of such franchise was the policy that I advocated and in the vigorous campaign preceding the primary election the voters of the city were thoroughly aroused."

"The primary election resulted in my being given the Democratic nomination over an opponent and the feeling of the masses of the people have on the question of ownership of public utilities was demonstrated in an unusual manner, for I received the Republican nomination for mayor also by several hundred majority over ex-Senator Lamoreaux, who advocated extension of the existing franchise.

Having thus received both party nominations on primary election day, I was elected without having an opponent on the municipal election day, and propose to carry out the policy I advocated. The masses of the Republicans of a city like Ashland, which is overwhelmingly Republican, will bury personalities, forget partisanship and nominate through the opportunity afforded by a primary election, a Democrat on their municipal ticket when the issue is drawn on the question of the ownership of public utilities, it demonstrates in a remarkable degree that in bringing this issue so that it closely affects the home of every citizen, bartering away of the people's rights and privileges to give value to watered stock for private corporation is a proposition that the American people in every municipality will register a protest against whenever the money of these corporations and the machinations of tricksters and grafters fail to prevent the people from freely expressing themselves.

"If, therefore, the parties of this nation can shake loose from the corporation domination that now engulfs party management and hold out to the people the hope of public ownership of these great utilities it will give new life and spirit, awaken the American people to a full realization of their rights and opportunities and be of incalculable service in maintaining here a government for the people by destroying the corruption that so brazenly infests the councils of cities, the legislatures of states and the halls of congress through the work of these public service corporations in their attempts to usurp the rights and privileges of the public and in evading their just share of burdens and responsibilities."

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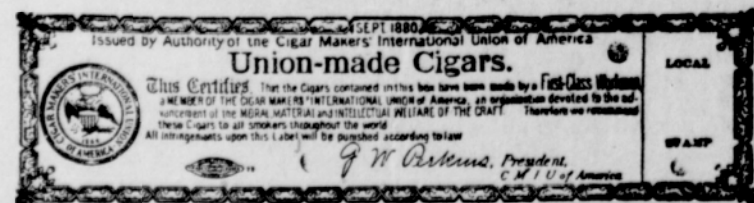
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The Building Trades Council of San Francisco has rendered a decision in the long standing dispute between Electrical Workers' Union No. 6, and Elevator Constructors' Union No. 8, both claiming certain electrical wiring in connection with the construction

of elevators. The ruling was in favor of the elevator constructors, who have been performing this work and will continue to do so. The dispute has been on for eighteen months and has caused much ill feeling among the two crafts.

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### Teachers' Salaries Exempt.

The supreme court of the state of Washington has decided that salaries of school teachers cannot be levied on for debt, and that all cases of life insurance policies are also exempt from liability. The decision is in the case of Jennie Flood, respondent, vs. Isaac and Martha Libby, appellants.

The appellants were teachers in the Spokane High School. The respondent had a judgment of \$1822 against them on a note. The sheriff failed to find property to satisfy the execution, and this action was brought, which resulted in the issuance of an order of the superior court appoint-

ing a receiver and directing the appellants to turn over to the receiver life insurance policies, accounts and other personal property, and including school warrants issued in payment of salaries as teachers.

The order is modified to exclude salaries and insurance policies, but receivership is allowed to stand, it appearing that the order includes property not exempt from execution.

Carpenters and Building Trades mechanics are urged to stay away from Petaluma, as there are many local men walking the streets through lack of employment.