

among the Negroes hurts the whole in getting other and more employment.

Decorum is a qualification that is not given as much consideration by us as it deserves. To act in a becoming manner when in public adds to the man or woman 1000 per cent. The colored population of this country in comparison to the white numbers about one in ten and for them to try to set up a standard of public morals and manners of their own and contrary to the whites makes of themselves objects of ridicule and results in their public ostracism. When in Rome do as Romans do.

Self respect should be religiously practiced by every colored man, woman and child. If you have self respect you are sure of getting everybody's respect.

We must observe well the rules and laws of sanitation if we would have health and even live at all. These various subjects in connection with the promoting of business enterprises among the colored citizens will be discussed from time to time by the members of the League and you are invited to do your part.

Do Your Part

After all no subject mentioned herein is so essential to success as "do your part." The members of this League have pledged themselves to do their part in the general uplift of the colored citizens of this city, but their efforts will amount to naught if the colored citizens of this city do not come to their aid and likewise do their part. All of us have a part to play if we as a whole would succeed. The Negro Business Men's League was not organized for individual gain, but for general help and if its principles as set forth herein either in part or in whole appeal to you your hearty co-operation is earnestly solicited and if all of us do our part a brilliant success awaits the whole.

COLORED ROTARY CLUB

Among the colored citizens who own automobiles and auto trucks no rotary club as yet has been organized, but it is high time such was done, as there are quite a few of them owning such locomotive conveyances. In front of one of the churches, when some kind of special services were being held, which attracted a great many of the leading colored citizens, was lined up no less than twenty automobiles, the majority of which were high grade machines, and all of them belonged to colored citizens. This is related that the readers in other localities may understand that the colored citizens of Seattle keep abreast of the times and they want it understood that nothing is too good for them if they have the money to pay for it. They live up to this principle both in private and in public. In another column hereof you have been told of the Norris brothers, who were in the express business and at one time used horses, but supplanted those horses with five large motor trucks in a day in order to take care of not only their present, but their future business, and as did they so did William Chandler. While some of those who own cars have them purely for pleasure, which may seem a bit extravagant, when you think of the monthly salary they get, yet it is only another way of looking at things. There are many hundreds of men in Seattle, who at one time owned real estate that was conservatively valued at a half a million dollars, who are now working for \$3 per day and some not doing that well. They lost it all and had no fun while they were doing so. If you think you have a sufficiency in view for self maintenance and think an automobile will add to your comfort and happiness, and have the money to pay for it, then get it. It is difficult to name all of the colored citizens who own machines, but the following have come under the

observation of the writer as he hoofs it home from time to time:

Norris Brothers, five motor trucks, two touring cars and one chair motorcycle.

Chandler Fuel Company, two motor trucks and one runabout.

J. N. Barbour Express Company, one motor truck.

Burr Williams, touring car.

Frank Smith, touring car.

William A. Vrooman, touring car.

Zella May Ashby, touring car.

Edward F. Myer, runabout.

— — Williams, touring car.

W. M. Holman, touring car.

Henry Gregg, touring car.

Z. L. Woodson, touring car.

Dr. David T. Cardwell, touring car.

Harry Legg, two delivery trucks.

Don Wormley, touring car.

Jay Chaves, touring car.

Tonny Biggs, three touring cars.

— — Burnside, touring car.

— — Bell, touring car.

Mrs. Cap. Powell, touring car.

A. L. Peoples, large touring car.

J. S. Peoples, touring car.

S. H. Stone, one delivery truck.

Clarence Estelle, large touring car.

F. D. Wright, delivery truck.

Lewis Cooper, touring car.

Mrs. Cleo Jones, touring car.

Dan Myers, delivery truck.

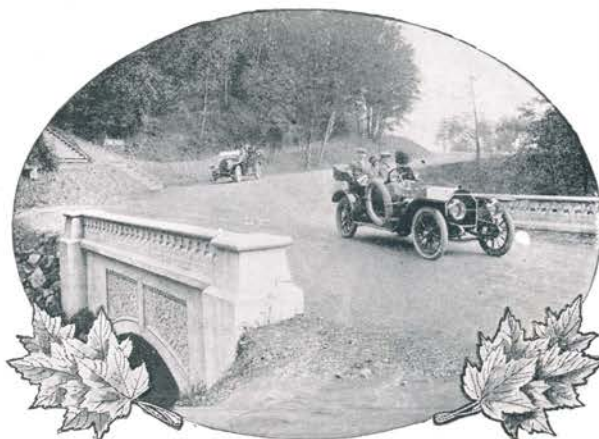
N. T. Fisher, delivery truck.

John Roberts, motor truck.

C. H. Brown, touring car.

Eugene Griffin, delivery car.

As said above, there are others who have not come under our observation, but the above constitute the bulk of such vehicles in and about Seattle, owned by colored folk. But, remembering the limited population of Seattle the above is a most excellent showing along this particular line. Forty cars with an approximate value of between \$75,000 and \$100,000 is not bad at all for distribution among 1,000 families.



BOULEVARD SCENE