

NORTH DAKOTA NEWS

Botanical Department. The botanical department of the experiment station has recently begun a series of trials and experiments with various kinds of grasses and forage plants.

A Chinese Port. Portal is to have a new Chinese immigration station within the next two weeks. The opening of the new station will mark a complete reorganization of the Chinese immigration business.

A Lucky Well. Frank Fradet, one of the enterprising farmers of Willowbank township, is feeling highly elated over his new artesian well.

Exciting. Alfred Potter, son of C. H. Potter, of Sanborn, while plowing had a rather exciting experience with prairie wolves.

Miss Bugart Wold, living four and a half miles west of Abercrombie, committed suicide at an early hour in the morning.

To Test the Law. A warrant has been issued for the arrest of M. Lipshitz, a peddler, on a charge of peddling without a license.

News Notes. A two headed calf was born on the farm of County Treasurer Williams of Ward county.

Some of the farmers are now afraid that the introduction of macaroni wheat will tend to its admixture with the better grades of wheat now grown.

THE NEWS IN BRIEF.

For the Week Ending May 2. The St. Lawrence river canals are opened to navigation.

Over a foot of snow fell at Houghton, Mich., and vicinity.

Dr. George Dana Boardman, author, orator and preacher, died at Atlantic City, N. J.

King Edward of England was welcomed at Paris by President Loubet and staff.

April insurance losses for United States totaled \$13,149,855, against \$13,310,000 for 1902.

One million dollars' damage has been caused by Pennsylvania forest fires near Bradford.

The Illinois legislature has passed a bill raising the limit of death damage from \$5,000 to \$10,000.

J. Wells Champney, famous artist, was killed by falling down an elevator shaft in New York.

J. C. McReynolds, of Tennessee, has been appointed assistant attorney general to succeed James M. Beck.

Gen. Luke E. Wright, vice governor of the Philippine islands, has arrived in Manila from San Francisco.

John Plum Teppe, who on January 23 celebrated his one hundredth birthday, died in Laporte, Ind.

Gov. Cailles, of Laguna province, and a party of volunteers captured Rios, the fanatical Filipino leader.

The prohibition of American pork into Turkey, which has been in effect for five years, has been removed.

On April 30 the total circulation of national bank notes was \$391,151,738, an increase for the year of \$34,164,329.

Paul Belloni Du Chailu, an American explorer and author, who won world-wide fame, died at St. Petersburg.

Cattle men are reported to have subscribed for \$25,000,000 stock in a cooperative company to fight the beef trust.

Capt. John B. Ford, the pioneer manufacturer of plate glass, died at his home at Creighton, Pa., aged 91 years.

The Indianapolis Journal (Republican) has been sold to former Congressman Charles L. Henry, of Anderson, Ind.

G. Hallman Simms, the Atlanta (Ga.) bank clerk who embezzled \$94,000, has been sentenced to six years in prison.

Government receipts for April were \$43,326,100 and expenditures \$41,763,814, leaving a surplus for the month of \$1,562,286.

Bishop Randolph S. Foster, aged 83 years, one of the most prominent Methodists in the United States, died at Newton, Mass.

Four county treasurer's employes are dead and 30 ill as a result of taxpayers' scramble in Chicago to avoid delinquent penalty.

At Frankfort, Ky., James Howard was found guilty of the murder of Gov. William Goebel and sentenced to life imprisonment.

George Williamson Crawford, of Birmingham, Ala., a negro, is one of the winners in the Francis Wayland prize debate at Yale.

At Springfield, Ill., the report of the house investigating committee finds that no real attempt was made to bribe Speaker Miller.

On the opening of the new Pacific cable on July 4 the Postal Telegraph company will attempt to circle the globe with a message in 40 seconds.

Weekly trade reviews say there is much activity in manufacturing, with the exception of some textile mills.

Sales are reported good and collections prompt.

Direct cable communication between the United States and Philippines will be opened on July 3, according to Vice President Ward of the Postal company.

The worst blizzard of the year raged at West Superior, Wis., and vicinity. Much snow fell, and the temperature was seven degrees below the freezing point.

Gov. Chamberlain, of Oregon, has presented a sword from the people of the state to Admiral C. E. Clark, who commanded the battleship Oregon during the Spanish war.

THE MARKETS.

Table with market prices for various commodities like LIVE STOCK, WHEAT, RYE, OATS, EGGS, BUTTER, etc. Columns include item name, price per unit, and location (New York, Chicago, etc.).

A PECULIAR SITUATION.

Will the Great Northern's Trainmen Prevent a Reduction in Freight Rates?

The St. Cloud Journal-Press of April 27th contains an interview with R. S. Landis, a Great Northern conductor who is polling the conductors of the Fergus division of that road, to see whether they will accept the new scale of wages offered by the Great Northern, and which is somewhat in excess of the rates demanded by the employes, or whether they desire the grand officers of the Order of Railway Conductors to order a strike, if the Great Northern persists in its refusal to either abolish double-header trains or to allow train crews double pay while riding on trains hauled by two engines.

This interview puts the question in a new light. Mr. Landis says:

"On other lines the employes have been given a double-header schedule where it means very much to the companies owning them. On the Santa Fe, which is probably the greatest double-header system in the country, a basis of settlement has been affected, and on the Northern Pacific, which uses by far more double-header trains than the Great Northern, the company and the employes have agreed."

"One of the things urged by the Western Association of general chairmen last June at Kansas City was a uniform agreement on all roads west of Chicago, covering this matter, for it had been urged by the management of some roads that they could not afford to make the concessions when competing roads were not required to live up to a similar agreement. It is to perfect a system of uniformity that we are trying to bring about a general agreement of the roads covering the points at issue. It is not a live issue on the Great Northern. It is true, but in fairness to members of our Brotherhood on other lines, where it is very much a live issue, we are endeavoring to bring about an agreement with the companies."

It would seem from the above that the Great Northern's employes really have no grievance, but are trying to force the Great Northern to yield a principle that will not benefit the men on the Great Northern, but will bolster up the interested orders on other roads.

It is not exactly clear why the line was drawn at Chicago and the demand was confined to the roads west of that city. If double-headers are an objectionable feature west of Chicago, it would seem that they would be equally objectionable east, and, as far as we know, no road east of Chicago has yielded the principle of how many engines should haul a freight train. Neither do we see why double-headers are objectionable on freight trains, but not on passenger trains.

There is another feature about this that is worth consideration. If all roads are put on the same basis as to expense, there will be to a certain extent a restraint of competition. The state of Minnesota and the United States government have both gone to considerable expense to insure competition between the Great Northern and the Northern Pacific companies by knocking out the merger, and have accomplished it by the decision recently given in the Northern Securities case. If the trainmen accomplish their avowed object, they are to a certain extent going to nullify the effect of that decision by making it impossible for one road to haul freight at lower cost than another.

It is for the interest of the people of the Northwest that each road in the state should conduct its business at the lowest possible cost, due regard being had, of course, to the payment of a reasonable and proper scale of wages to all employes. In this case, there is no question as to wages. The schedule offered by the Great Northern is in excess of the demand of its employes and is admittedly as high as is paid on any other road in the country. Beyond that scale, the Great Northern, in the interest of the people of this state, should not go, because every cent it pays out over a reasonable wage comes out of the pockets of its patrons and prevents a reduction of freight rates.

The courts have held that a railway company is entitled to earn a reasonable rate of interest on the cost of its property. When its earnings are in excess of that, and the necessary amount for keeping up and improving the facilities, the earnings from traffic must be reduced. The Great Northern has heretofore recognized that, for in January, 1902, it reduced its rates on all classes of merchandise between stations in Minnesota and the Dakotas an average of fifteen per cent, and, in August, 1902, reduced the rates on grain and grain products from stations in Minnesota and the Dakotas to its eastern terminals an average of about ten per cent.

The report of the Railroad and Warehouse Commission of this state, recently issued, shows that the Great Northern, during its fiscal year ended June 30th, 1902, hauled about 73,000,000 bushels of wheat. If the rates on wheat were reduced a half a cent per hundred pounds, it would amount to \$218,000.00, and every farmer who shipped 5,000 bushels of wheat would save \$15.00. The farmers are more interested in getting that \$15.00, or a reduction in the rate on wheat that will save them that amount than they are in bolstering up the settlements trainmen may have made with the Santa Fe and other roads in the west.

GLEANINGS OF FACT.

Less than half the area of St. Louis is sewered. Carrot is easy of digestion, and gently laxative. There are 6,000 American residents in the City of Mexico. Cheating at cards is held to be larceny in the state of Washington. The United Kingdom has 16 leading art societies, of which eight are royal.

It makes no difference to us what it costs the Santa Fe to do business. What we are interested in is what it costs to do business on roads within the state of Minnesota, and if that cost can reasonably be reduced or if anything reasonable can be done to prevent its being increased, it should be, and the people of this state should have the benefit of it without regard to people living in other sections of the country.

An examination of the pamphlet just issued by the general manager of the Great Northern to the trainmen, giving a full report of the correspondence and conferences between him and the trainmen's committee, shows that the employes have nothing of vital importance to strike for, that all their reasonable demands have been granted, and that to grant the double-header proposition means the paying out of money for nothing, except to bind the bargains the trainmen have made with roads in other sections of the country, and which would postpone for an indefinite period the reduction in freight rates to which we are entitled.

It should be further remembered that, in case the principle contended for by the employes is once granted, there is no knowing how far it may extend, what other demands may be made and which would have to be granted, and how much longer a reduction in freight rates may be postponed.

THE MEN AND THE RAILROAD.

A Calm Review of the Contentment of the Employes with the Great Northern. (From Grand Forks Daily Herald, Wednesday morning, April 29th, 1902, editorial column.)

The Matter of Strikes. To strike or not to strike seems to be the question to be decided by the Great Northern trainmen. It is conceded that this is the matter on which a vote is now being taken all over the system, and the result will be awaited with not a little interest throughout the Northwest.

The particular matter of disagreement at this time is the compensation to be paid trainmen for work on double-header trains. After a long conference, in which all the subjects in controversy were thoroughly gone over, agreement was reached on every point except this, and on this both the committees representing the employes and the general manager of the road remained firm. The conference was therefore broken off, and the men are now voting on whether they will accept the situation as it now is or not.

General Manager Ward has issued a pamphlet in which the proceedings at the conference are reported, and the summary of the contents of that pamphlet so far as they apply to the question at issue is given in another column. Still more briefly stated the controversy resolves itself into this:

The trainmen claim that the company, by running trains with two engines and only one train crew, is imposing work on the single train crew that would ordinarily be performed by two, with a proportionate increase of responsibility. The idea seems to be that any train too heavy for one crew. They demand, therefore, either that the practice of double-heading shall be discontinued or that the train crews employed on this work shall receive double pay.

The company claims that there is practically no double-heading done on the road except on the mountain divisions, where an additional engine is sometimes employed to help heavy trains over the steep grades, and that the company is expending large sums of money to avoid even this. Mr. Ward admits that the men have a right to a voice in the decision of questions affecting their comfort, wages, and conditions of work, but denies that any of these elements enter into the question of double-heading on the Great Northern road. He says that the company cannot permit the employes to dictate as to the makeup of trains, as that is solely an administrative matter.

As in all questions of this kind, there is a third party which is intensely interested in the question, the general public. The public is interested primarily in the regular running of trains, that business may be carried on with the least possible delay and inconvenience. For that reason the public is always injured by a strike. At the same time the public is interested in the fair compensation of all who serve it, whether as owners of railroads or as employes thereon. A strike is an act of war. War is sometimes justifiable. There are times when it is the only means left for the prevention of abuse or the accomplishment of reforms. But for a war to be justifiable there must be an adequate cause. It would be inexcusable for nations to appeal to force for the settlement of a trivial question. Similarly the precipitation of a strike without sufficient cause would not be viewed patiently by the great shipping and traveling public which must suffer the inconvenience and eventually pay the bills. In the present case there does not appear to be anything of real value to either of the parties involved in the controversy. It does not appear that the question is of sufficient importance to warrant resort to extreme measures.

Lesson in American History in Puzzle



MOVING ARTILLERY AT FAIR OAKS. Find Gen. McClellan.

Every soldier, and especially every artilleryman, who served in the civil war, can fully appreciate the above illustration of a confederate battery attempting to get into position at the battle of Seven Pines, fought on May 31 and June 1, 1862, during Gen. McClellan's peninsular campaign.

SCHOOL AND CHURCH.

Less than half the children in the public schools attend Sunday school.

Rev. Charles A. Trotman, pastor of the Church of the Redeemer, St. Louis, is also a practicing physician, having regular office hours during the week.

After an interval of 365 years a new Roman Catholic abbey has been installed at the abbey of Buckfastleigh, Devon, England. The ancient monastery, now reestablished, was suppressed in 1538.

A medal has been struck by the German Samaritan union in honor of Prof. von Esamarth's eightieth birthday. This medal will be awarded to those who have distinguished themselves in the service of the sick.

In the school for the blind at Lisbon there has been established a new kind of industry which will prove most remunerative to the inmates. It consists in unravelling or "picking" vegetable fibers used as stuffing material for furniture, beds, etc.

The minister of fine arts in Paris, M. Leygues, is at last about to sign a decree admitting women students in the school of fine arts to compete for the Grand Prix de Rome. There are now seven women studying painting, one architecture and eight sculpture.

Rev. Charles M. Sheldon, of Topeka, Kan., says that after he had married a couple not long ago, the bridegroom fumbled in his pockets nervously without producing anything and finally admitted that he had neglected to provide for the clergyman's fee. "But," he added, brightening up, "I can show you how to fix your gas meter so that it won't register."

The physical director at Yale college has measured all students entering in the last nine years. The non-smokers average 15 months younger than the smokers, are taller, and during the four years in school gain 24 per cent. more in height and 26.7 per cent. more in chest growth than do habitual users of tobacco.

The Syrian Protestant college at Beirut, an American nonsectarian institution has 627 students in medicine, pharmacy, commerce, arts and archaeology. Twenty-eight of the 45 professors are Americans, and English is the principal medium of instruction. The institution wishes samples of American manufactures and commercial literature. Its students come from Turkey, Greece, Persia, Egypt and the Sudan.

One-Client Lawyers.

The poverty of briefless barristers is as proverbial as that of the church mouse. It would not be an unnatural mistake to consider a barrister with only one client hardly better off than one with none. But the modern "one-client lawyer" is usually a prosperous individual. Said a man well known in the business world some years ago to a friend: "I want a young lawyer to put down at a desk beside mine. I'll familiarize him with my affairs, and then I want him to keep me out of trouble." The counterpart of this lawyer, whose duty it is to act as his own client's ounce of prevention, may be found in the office of many large concerns. He is often connected with trust companies, banks, banking houses, railroad and other transportation companies and large wholesale mercantile houses. When a merchant found himself in a tangle, it was once the custom for him to go to his lawyer for advice. The results were a written "opinion" and a fee. The business man to-day has a lawyer who shall work for him alone. Again, the field of the general practitioner is narrowed.—World's Work.

Conclusive Evidence.

"They weren't playing golf," said the wise caddy; "they were making love." "They did stay at the other end of the links a pretty long time." "Oh, it ain't that." "What is it, then?" "They wouldn't take a caddy along, an' they never lost a ball."—Chicago Post.

HUMOROUS.

Pish—"What made 'em put people on the rack?" Tush—"They wanted, I surmise, to draw 'em out."—Harvard Lampoon.

What Bothered Him—"No user grieves over spilled milk, Br'er Williams." "I know dey ain't—but dey done stole my cow."—Atlanta Constitution.

Opdyke—"What's the use of arguing with a woman? You can never convince her." Depeyster—"True. But think of the pleasure it gives the woman."—Town and Country.

The Governor (about to engage a new groom)—"My man, do you drink?" Enthusiastic Applicant—"I never 'ave, sir; but I think I can learn, sir."—Harvard Lampoon.

Miss Blugore—"I want some rice. You have it for sale, have you not?" Grocer—"Yes, miss, of course; two pounds for seven cents, or—" Miss Blugore—"Oh! I must have the most expensive kind; it's for a swell wedding."—Philadelphia Press.

"I am fixing up a surprise for John, but I am afraid if he stays around the house he will discover me." "That's all right. You just tie a towel around your head and ask him if he can't stay at home to-day and help you take up the carpets."—Baltimore News.

A Simple Rule—"It seems to be a very nice dog," said young Mrs. Torkins, critically, "but it isn't well bred." "I didn't know you were so well informed about dogs," exclaimed her husband. "Oh, I could tell at a glance. He isn't ugly enough to be well-bred."—Washington Star.

Dealer—"These are the most beautiful cut-glass tumblers we have; \$48 a dozen." Mrs. Housekeep—"I'll take them, but I want you to label them 'Seconds, Imitation cut glass, \$1.50 a dozen.'" Dealer—"That's rather a remarkable request." Mrs. Housekeep—"Yes; it's merely to deceive the servant girl."—Philadelphia Press.

ONE UMBRELLA CRANK.

Voiced His Sentiments in a Street Car and His Remarks Were Not Wholly Lost.

The man looked with disapprobation upon the woman's umbrella. By and by he spoke to her about it.

"Would you just liek move it over to the other side?" he asked. The exchange from the left side to the right was quickly effected, and the man, finding his request so unhesitatingly acceded to, changed the expression of his face from lugubrious disapproval to beaming appreciation, relates the New York Times.

"I hope," he said, "that you will not think me unparadoxically presumptuous, but the fact is it makes me fearfully uncomfortable to see anybody sit in a street car holding an umbrella at the left side. The railway company ought to pass a law prohibiting it, the same as they prohibit smoking and spitting on the floor. It causes just as much harm and confusion. There would not be half so many umbrellas lost if everybody would adhere to the right-hand rule. I have lost no fewer than a dozen umbrellas through other people's violation of it, and I have also marched off with fully a score of fine ones belonging to somebody else. Nothing we do is too trivial to be done systematically, and if each person would only learn to hold his umbrella in the proper place, there would be fewer tempers spoiled."

The old man spoke loud, and as he talked he took in both sides of the car with his sharp eyes. When he began his lecture to the accommodating woman on his right, half the passengers held their umbrellas clutched in their left hands at an angle dangerous to passersby, but before he got through they had surreptitiously shifted them to the dexter member, and thenceforward the whole company sat holding their silk and cotton umbrellas steadily upright, like a regiment of grenadiers ready for a drill.