

There was one persistent and consistent advocate of economy in the house of the present legislature who doesn't appear to have received the credit he deserves. We refer to Hon. Fred Adams, of Griggs county. At every opportunity he advocated economy in appropriations for existing institutions, and no new institutions: The "other fellows," however, were too numerous for Fred—but he deserves credit none the less.—Republican.

The number of inquiries received at this office during the three months of December, January and February, just passing, show a remarkable increase as compared with the number received during the same period a year ago. The numbers over three times as great, and may certainly be taken as a good indication of a largely increased immigration for this spring. The year 1887 will witness a splendid growth, and put Dakota just so much further ahead of congress. The New England States and New York furnish more inquiries just at this time than any other one section, with every portion of the union, from ocean to ocean, and from lakes to gulf, represented on Dakota's immigration list for 1887, which promises to include every state and territory, besides the Canadian provinces and several foreign countries.—Commissioner of Immigration.

The following was taken from the Minneapolis Journal, coming from a correspondent for that paper and signed himself "Dakota:"

The Journal editorially intimated that the taxpayers of Dakota had reason to feel well pleased over Gov. Church's free use of the veto power, as his action has saved the territory a heavy outlay. The wisdom of the one may be greater than the wisdom of the many, occasionally, but the man who runs to the free use of this extraordinary power, treads on dangerous ground. We will not at this time criticize Gov. Church's vetoes, but it becomes apparent that Mr. Church manifests in too strong a degree a love of power. The legislature was composed of representative men. Its tenure of life was characterized by a dignity and decorum worthy of any state legislature within the compass of the union.

Out of about 550 bills introduced, nearly 200 reached their final passage and were sent to the governor for approval. Unfortunately the late legislature, following the precedent of all previous territorial assemblies, allowed its work to accumulate in an almost, yet not entirely, completed form, so that during the last three days of its existence it gave the majority of the bills, embracing nine-tenths of the work of the session, their final touches, and sent them to the executive office. The governor must within three days after a bill is presented to him, sign it or return it to the house wherein it originated, accompanied with the reasons for withholding his signature. Failing in either of these courses the bill becomes a law by default of the executive. This course is only practicable when the legislature is in session, so that after adjournment, in order to defeat any measure whatever, the governor has merely to withhold his signature. Owing to the delay almost the entire work was thus placed at the mercy of the executive, and the result is that some sixty or seventy bills were cast aside without so much as a reason for so doing. In the office of the governor was a large waste basket, which at midnight on the day of adjournment was the receptacle of nearly seventy-five bills, some of which were of vital importance. Reasoning people cannot help thinking the executive was assuming great responsibility to thus defeat the work of a session, without ever assigning a reason. Not a few of the bills that received the executive signature, were fished out of the governor's waste basket, at midnight, and by members pleading with him, the name of Louis K. Church was attached, his excuse being he had not read the bill.

In connection with this exhibition of more power, it is a fact that Mr. Church signed every bill that conferred additional power upon the governor, and he himself sent messages to the council asking that additional powers be conferred upon him. He caused the council to strike out the word "secretary" and insert the word "governor," in a bill giving authority to insure territorial buildings; the same was done in regard to the control of the state library. Bills readjusting the boundaries of counties, and organizing new ones; conferring upon the "governor" to call special elections, and appoint judges of election were all signed by him, and those schemes of county organization, which did not give the governor these powers, slumber in the executive waste basket.

The most questionable measure of

the session was that which has for its object the compilation of the laws of Dakota. It was drawn up to give a job to the retiring auditor, Caldwell, was written by Aiken, of Canton, and submitted to the governor before introduced. The governor approved the bill and agreed if it passed to sign it, and appoint the ex-auditor, all of which he did. This act conferred upon the governor the appointing of the compilers; the governor is to approve their compilation; the governor is to agree with them as to who shall have the contract of printing these compiled laws, and the governor is, on completion of the work, to issue a proclamation declaring the work completed, and on his gubernatorial certificate all the laws so compiled become authority in all the courts in the territory.

It is said that the love of power and a burning desire to exercise it, is a leading characteristic of the new governor, whom his immediate friends boasts, "comes to the territory clothed with authority and power," such as no previous governor possessed." This, they claim is due to his intimacy with President Cleveland, who will make or unmake Federal office-holders at his ("Church's") suggestion. He aspires to be the autocrat of Dakota.

Competing Centers of Competition.

F. N. Hagar of New Sprague writes a letter in reply to an article in the Pioneer Press under the head of "The Impending Defeat of a Bad Law," of which the gist is contained in the following extract:

The interior towns, especially those on the Chicago and through lines, have for the last ten years seen their hopes of a natural and continuous growth in a rising country blasted by unjust railway discrimination, while St. Paul and Minneapolis have built up an abnormal growth from all the increasing elements of the urban and village population of the state. This has resulted not so much from a law of trade as from the violation of a law that the charges of a common carrier must be reasonable and consistent, and nothing could be more unreasonably or inconsistent than that a railway should charge more for a shorter than for a longer haul.

It does not seem to have occurred to Mr. Hagar that the long and short haul principle, if it could be enforced, would blast the hopes of New Prague far more effectually than the blighting shadow of St. Paul and Minneapolis. Senator Sherman, in his speech on this subject when it was before the senate, touched the keynote of the eastern feeling which led to the enactment of the interstate commerce law when he said: "The people of Ohio are sick and tired of seeing the wheat of Dakota hauled past their doors to New York at a less rate per bushel than they are compelled to pay for carrying their wheat to the same point." The farmers of Minnesota have been enabled to get even such poor prices as they have had for their wheat precisely for the reason that it has been carried to New York at less rates than was charged to farmers hundreds of miles nearer the port of destination. The strict enforcement of the interstate commerce law would deprive them of this advantage: It would raise the long haul rate and lower the rate at intermediate points. The farmer of Ohio would get more for his wheat and other products, and the farmer of Minnesota so much less as to drive him out of business. The budding hopes of New Prague would wither in the midst of the universal desolation of Le Sueur county, as if a seven years' plague of locusts has fastened upon it. Fortunately it cannot be enforced. Its defeat is assured in advance by the operation of the laws of trade working through resistless natural forces. It has been primarily the competition of the water routes which has compelled the reduction of the long haul rates at all points having the advantage of this competition. It is still the competition of the water routes which will render abortive all attempts to enforce the distance rate. For nobody has proposed to make the long and short haul principle apply to water routes. But if it is a sound principle why should it not be enforced on sea as well as on land—against the ship as well as against the locomotive? Yet everybody recognizes the vital necessity of unlimited freedom of competition on the water. The common carrier by water usually charges all he can get. If he can get a full cargo to or from a terminal lake or sea port he charges less per ton per mile than for a small shipment delivered at an intermediate point. If he can get a full cargo both ways he charges still less rates both ways. If there are many ships competing for the carriage of the same cargo he charges less than if there were no competition. His rates are governed by the laws of trade. Nobody has ever detected any wrong or injustice in this. Is there any sound reason why those laws should be changed when the common carrier employs a locomotive over iron rails instead of a ship on lake, river or sea.

Correspondence.

(Continued from last week.)

GALLATIN, Mar. 12, 1887.

I will not detain your readers too long on this point, only to say that this life of hardship, the settler lives until a few more settlers have located and still a few more, and at last a town is started; one or two stores are opened up; agents of all kinds are running from one place to another, inducing the farmer to just come and buy some kind of farm implements from them, all he has to do is to sign a note or mortgage his cow or his cattle or growing crops. You see the agents are not here for their health; their expenses are paid by the firm and the farmers pays the firm. Now the farmer wants a shanty, or a little lumber for different purposes, he of course goes to the nearest town, and there he has to pay five prices for lumber—another note or mortgage, with most outrageous percentage to be paid. Now comes our dry goods and grocery stores, hardware store, drug store, saloons and other places of inducements for the farmer to lay down his hard earned money. Now it must be remembered that none of these places of business would have been in town if the farmers had not settled the country first. No man with money comes here to start a store for the purpose of elevating the circumstances of the farmer, or to give him a lift forward, and to lessen his hardships and trials, but came and invested their money for their advancement, and to increase their own wealth and comfort.

Now it is very common among the new farmers to be hard up; he puts off to town to find relief, the grocery store is of course what he will try first; some will give a little trust without security, but others will not, and the prices charged for goods is enough to scare him out of the country again. Not only that, but very often the merchant charges according to the looks of his customer; very often each clerk in a store have a different price; sometimes one will charge from twenty-five cents to one dollar more than another, but never under the actual value. If a farmer comes to town with butter, eggs, poultry, beef, pork, vegetables or wood, he can't get cash, but must take it all in trade, even then he don't get the full value of his produce, but the merchant will find all manner of fault with it, and

furthermore, tell the farmer that he (the merchant) must charge him more for the store goods, because they had to take the farm produce in pay. Here the merchant makes nearly three profits, just a double profit on his own goods, then a profit on the produce he received in pay. Why don't the farmer say: "We have to charge you more for our produce because we have to take our pay in trade." It's a poor rule that don't work both ways. Now why can't a farmer get cash for his produce? Is it because a farmer don't know how to handle a little cash, or is it because they want to compel him to trade where he sells his produce? Suppose a farmer wants a few pounds of nails, a few 144's or some medicine, or other articles that can't be found in the grocery store. What then? He will certainly have to go without, or get it some other way, because the only cash money a farmer ever gets, is for the little wheat he has sold, but all of that for the first two or four years, goes to pay all his notes and mortgages, which he was induced to, or compelled to bring on to himself, and it is a sad fact that the greater number of our new settlers don't have any more cash after their wheat is sold than they had in seeding time, and of course he has to depend on what little he can bring to town of vegetables, poultry, etc., all to be paid in trade, but the hardware, drug and lumber dealers, don't want this for pay, but must have cash or security.

Then the merchant claims that the farmer is accommodated and helped, through them; the farmer admits this to a certain extent, but the merchant would not extend their accommodation if they thought they could not reap a glorious profit out of it in return. The farmer complains of high prices; the merchant says it is because they have to pay high freight, but who pays for all that, not only that, but there is mostly from two to four clerks in the stores, all of whom wear good clothes, smoke cigars and live fat. Who pays for all of that? The farmers and other customers do, while the farmer can wear his trousers, and eat his pancake and molasses. In regard to different prices charged in the same store for the same article by different clerks and to different buyers, I would suggest a plan that ought to be adopted, and that is this: If the merchant would label all their goods in big figures, so all could see it, such as coffee, tea, sugar, flour, spices, canned goods, clothing, etc., that would save a multitude of questions, and all the clerks would go according to the visible prices, the green looking farmer would not have to pay more than the town customers, and all would be satisfactory on that score. Now just one more point I would like to touch, and that is, last year a good many farmers had a failure in crop, and the only thing some of them had to fall back on was to chop a little wood, and this winter a team could not haul more than a half cord of wood on account of the bad roads, and some had to haul from ten to twelve miles or more, and thus make two trips to town, with a cord of wood, for which he received from \$4.00 to \$4.50 would be paid in trade, though some of the merchants promised \$5.00, but after the goods were received you had just about \$4.00 worth. Elm and box elder some of them say they don't want at any price; they can't sell it, they claim, and oak must be straight, sound and easy to split, or they will kick. Now I must say, if the town people are getting so nice that nothing but the best kind of oak or maple will do, they better make room for some such people as are willing to help a farmer through. Now I have said enough for this time, and brought to view a few reasons why so many send off for goods, and is saving from fifteen to thirty per cent. This is what ought to be stopped, and the merchant can do the most toward stopping it. I am not one sided, but like to see fair play both ways; let the farmers do all his trading and business at home in his own town, and we will soon see the benefit all around. We have merchants who are very liberal and are willing to give credit to Tom, Dick and Harry, and in consequence he sees himself compelled to close his store, because of his good will and generosity, and some credit-book customers never know when to stop just because they can get it on credit, as though it was never to be paid, and some never intend to pay. I will conclude by saying that the farmers and merchants ought to work together for a mutual benefit, and with a point in view to help one another to stay, not to drive one another away, nor to check the growth of the town, but to advance its progress to a golden and prosperous future. o. s.

A boarding house belonging to the Colby Iron Company at Bessemer, Mich., burned on Wednesday morning. Twelve persons perished in the flames and several others were badly burned and are expected to die.

Health Notice.

Notice is hereby given that all parties hereafter found dumping manure, garbage, dead animals or filth of any kind inside the limits of Cooperstown town-site, will be proceeded against according to the law respecting nuisances. Loud complaints are made against nuisances already existing and their increase must be stopped. By order of the

BOARD OF HEALTH
of Griggs County.

Examination of Teachers.

The regular examination of candidates for a teacher's certificate will be held in the office of the county superintendent, in the courthouse at Cooperstown, beginning at 9 a. m. Tuesday, April 5th, 1887. Candidates will be examined in reading, writing, orthography, arithmetic, geography, grammar and physiology, and should be prepared to remain two days if necessary. Paper, pens, ink, etc., will be furnished free.

THEODORE F. KEAR,
County Supt.

Local Entertainment.

This evening the Baptist society give an entertainment at the courthouse, which promises to be something more than the average social or parlor entertainment. A large and select programme has been prepared by purely local talent to wind up with a mirth-provoking - side - splitting - button - bustin' farce, "The Mouse Trap." The casts of characters together with the programme which follows this notice, speaks for itself and needs no recommendation from us. The proceeds of this entertainment is to go towards the building of a church edifice, which is in itself a good purpose, and one that should be helped along by our people. The socials given by this denomination through the winter have been marked with success, and has been instrumental in encouraging them to give this first-class entertainment this evening, which will probably be the last one for some time. During the intermission between the programme and farce, ice-cream, cake, etc., will be served up by willing waiters. Following is the programme and casts of characters:

PROGRAMME.

1. Selection from Norma.....Orchestra
2. Angel of Peace.....Chorus.
3. Reading.....Mrs. W. H. Whidden.
4. Solo, Tar's Farewell.....James Walker.
5. Duet, Lights and Shades of Matrimony.....Mr. and Mrs. J. N. Stork.
6. Solo, Thy Voice is Near.....Miss Gimblett.
7. Reading.....Mrs. R. C. Brophy.
8. The Graduated Quartette.....Male Voices.
9. Only a Message from Home.....Solo, Duet and Chorus.
10. Comic Solo.....G. W. Stork.
11. Waltz's Selections.....Orchestra.
13. Stump Speech.....Clem Johnson.

INTERMISSION—REFRESHMENTS.
FARCE—THE MOUSE TRAP.
CASTS OF CHARACTERS.
Willis Campbell, Esq.....O. T. Whidden.
Mrs. Somers.....Mrs. R. C. Brophy.
Mrs. Miller.....Miss Barnard.
Mrs. Lou Bemis.....Miss Cowen.
Mrs. Curwen.....Miss White.
Mrs. Roberts.....Mrs. H. G. Pickett.
Jane.....Mrs. W. H. Carlton.
Pianist, Mrs. W. S. Hyde. Cornetists, Anton Enger and P. A. Melgard.
Tickets to entertainment, 25c; reserved seats, 35c; ice-cream and cake, 15c. Plat of hall to be seen and tickets for sale at the office of Clark & Smar.

At Last.

(Bismarck Tribune.)

The following letter, which was received by Secretary McCormack, is of deep interest to the traveling public as well as the railroad companies, and will be read with special interest by the Hon. Fred Adams, who struggled so hard to secure the passage of the car heating bill by the legislature:

STUBENVILLE, O., March 5, 1887.
To the Secretary of the Territory:
DEAR SIR: Will you please send me the address of the railway commissioners of your territory, as I have invented a way of heating railway cars which does away with using car stoves; it also does away with hot water and steam heating; it also does away with the hot air car, so much talked about and, my invention is very simple—seven or eight cars can be equipped with it in two or three days' time, at very little expense to the railway companies, and will be no expense after it is once attached to the cars, and in case of accidents, there is no fire to burn or hot steam to scald the passengers. So if any of the railway managers or commissioners of your territory wish to see it tested, I will send an expert to see that it is properly attached to the cars and go over the road with it. So when you are done with this, please hand it to one of your papers for publication. My invention is completed and patent applied for. I am, sir, respectfully yours,

C. L. KLING,
Staubenville, Ohio.
Postoffice box 1114.