

IN THE RAILWAY WORLD FAMINE IS CAUSED MUCH CREDIT DUE BY STRIKE RAILROADS

TRANSFER BLOCKADE MAY BRING DISTRESS TO PRISONERS AND PATIENTS.

The contention of the strikers that the Minneapolis transfer is blockaded and that they have the situation well in hand there seems to be substantiated by an article in the St. Paul News, which states that the inmates of state institutions are in danger of starvation, owing to the inability of the railroads to get flour and provisions through the transfer yards. The following article is taken from the News:

"Prisoners, held in bondage by the state, and insane patients, unable to shift for themselves if free, are facing starvation in the state institutions of Minnesota today because of a flour famine, due to the freight blockade."

"Whether or not the famine is due to the switchmen's strike is not known, but, at any rate, the state railroad and warehouse commission, which had intended to file with Governor Adolph O. Eberhart today a voluminous report on traffic conditions held up the report, in the light of the startling revelations made to it by the state board of control."

"State charges are without the principal staple of the American table, and a two weeks' fight of purchasing officials with the railroad has been thus far in vain."

"Four institutions are helpless in the fight to get flour. The Stillwater state prison, where are confined between 600 and 700. The St. Cloud reformatory, with about 300 prisoners. The huge insane hospital at Rochester, with between 1,500 and 1,600 inmates. The insane asylum at Hastings, where are about 250."

"For two weeks carloads of flour for Stillwater and Hastings have been on the way between Alton, Minn., and the institutions, a distance of less than 100 miles."

"The flour contract for those institutions is held by the New London Milling Co. at Willmar, and that concern has been unable to get carload lots of flour through."

"Who is responsible the state officials have been unable to satisfy themselves."

"The Northern Pacific, which would be apt to carry the Stillwater freight, declares that the Great Northern will not permit Great Northern cars to go off its road, even the short distance from St. Paul to Stillwater, and the Northern Pacific has been unable, it declares, to get its empties to Willmar."

"Stock Car for Flour Sacks. The Willmar people say the Great Northern switched them in a fifty stock car in which to ship flour, but the company, knowing that the flour was desperately needed and that those who would have to eat it were helpless to protest against it, refused to pack the flour in such a car."

"The flour which has been shipped to the other institutions, it is declared, is tied up at the Minnesota transfer, which, the striking switchmen claim, is the seat of the principal blockade that now exists in this section."

"Despairing of getting the freight through by solicitation of the roads, the state board of control today laid its troubles before the state railroad and warehouse commission, and in the face of so startling a showing it was announced that the report on the freight blockade, which had been expected today, would not be ready before Tuesday."

TAFT DISCOURAGES SUFFRAGE

TELLS AUDIENCE OF WOMEN THAT VOTES SHOULD NOT BE EXPECTED.

Washington, Feb. 19.—President Taft today addressed an immense audience of young women at George Washington memorial meeting and told them it was foolish for women to want to vote in the District of Columbia. The meeting was held to emphasize the project for building an immense memorial hall, named after the "Father of His Country."

Senators Lodge and Burton and Justice Harlan of the supreme court also made addresses. The president endorsed the project and ventured the opinion that, if private generosity would not be sufficient for its building, congress might be tried, but the president urged that to be especially hopeful when he mentioned congress.

Referring to the suffragettes, the president said: "I know there are some who live in this city and think that they, being freeborn American citizens, ought to have an opportunity to vote. I don't sympathize with that feeling at all. If they want to vote, they ought to move to Maryland or Cincinnati or to some other good place."

"They ought to understand that, by living in Washington, they are enjoying a privilege which is furnished to them at the expense of the entire nation, and that they are living in the capital city, which is under the care, control and direction of the people of the United States through their representatives in the house, and that subservient body, the senate of the United States."

ARTICLE IN JANUARY ISSUE OF EASTERN SLOPE BOOSTS LINES.

The following article is taken from the January issue of the Eastern Slope, where it appeared under the caption of "What the Railroad Has Done."

When, with calm and careful study, giving to each agency its rightful credit, some future historian writes the story of the development of Montana, first among the agencies that made settlement of the country possible and first among the actual agents in settling and developing Montana he will place the Northern Pacific railroad."

"We have become so prone to 'cuss the railroad' and to blame it for so many of the deficiencies noted, that we have failed to appreciate just what this railroad and the other railroads have done for Montana. It seems to come as a second nature to cuss the Northern Pacific and see in some other line the instrument that will make the state really and truly great. We read in the state papers, and in some eastern papers frequently long dissertations on what the Milwaukee railroad has done for Montana since its advent into the state."

In a recent publication, the name of which we do not recall, was a description of the wonderful valleys which had been developed as a result of the advent of the new transcontinental line and the excellent freight facilities it provided. In the description we also noticed that nearly every rich valley along the Northern Pacific territory not penetrated as yet by the Milwaukee, but which it "intends to enter," was described and the Milwaukee given much of the credit for its development. The Milwaukee railroad has developed a wonderful territory in Montana and it has opened a new country, but when one considers the real development of the state and the agencies which brought it about, he must bow in respect to the Northern Pacific railroad."

Years Ago. Not 28 years ago the first railroad train entered the state, over the new line of the Northern Pacific. The country then was the grazing pasture of thousands of cattle and countless herds of buffalo and other wild game, the hunting ground of hostile Indians and the battlefield for wandering tribes. It was not six years after the massacre of General Custer and his detachment of cavalry on the Little Big Horn, between the Dakota line and Bozeman there were but two towns of any size, Miles City and Coulson. The population of the state, according to the census of 1880, was then 33,159. The railroad traffic was nothing."

What the Northern Pacific has done for Montana is shown in the growth since that time. Today there are four great railroad systems penetrating the state, three crossing it from east to west. The combined tonnage of these lines runs into the tens of billions; the combined passenger traffic on them totals several million people annually. The population of the state, according to the census of 1900, was 242,229 and there is not the slightest doubt but what the population now exceeds the half million mark. The part the Northern Pacific has played in the development of this country is evident from the fact that it owns more branch lines and has under consideration the construction of more than all the others. Its main line facilities are greater than any other line. It transports more people through the state and handles more freight, according to the reports of the state railroad commission, than any other line. During the past year it has brought into the state more homeseekers than the entire population of Montana when the first train entered its borders. Other railroads are needed to develop the state. It is safe to say that within five years the Northern Pacific will be double tracked from St. Paul to the coast, and even then it, with the assistance of all the other lines in the state, will hardly be able to handle the traffic which will arise in Montana alone."

It is natural for us to turn to new goals for a new railroad—but as a matter of fact there has been no reduction of freight rates brought about by the Milwaukee's advent, no reduction in passenger fares and no decreasing of time. The Northern Pacific still makes the fastest time across Montana and in a race from Tacoma to New York recently with a shipment of freight the Northern Pacific beat the Milwaukee into New York by 24 hours and yet the new line ran a special train while the Northern Pacific handled the business on a regular scheduled train. In the making of the state the Northern Pacific deserves the first place. Everything there is in the way of development from the Musselshell to the Wyoming state line in the eastern section of the state, which includes the great Yellowstone valley, is due to the aid of the Northern Pacific. Ninety per cent of the men who have piled up their fortunes in the cattle, sheep and wool industries of eastern Montana have done so because of the Northern Pacific."

For this it deserves no more credit than most any shrewd business man who aids in the development of the territory that produces his revenue, for railroads for business reasons develop the territory tributary to their lines, but it is entitled to credit for what is done. We want to see more railroads come here, the business of Montana demands that they come and they will come, but let us not forget that it was the Northern Pacific railroad that first developed the state and brought it to a condition that warranted the other lines coming here."

Latin-American countries and the Orient were the chief contributors to the \$100,000,000 worth of hides and skins imported by the United States last year.

Los Angeles, Feb. 19.—More than 200 men and women who have been waiting in line since midnight Wednesday to file on the 46-acre irrigated farms at Yuma, which will be thrown open March 1, learned today that they had spent days and nights in the street fronting the government land office for nothing. Secretary Ballinger of the interior department wired the land officials here today that he had changed the plan for getting away from the government land and that instead of permitting entries of "first come, first served," it would be a simultaneous distribution. This means a mad rush and much excitement on the entry day. The secretary ordered the land office to engage a large hall and there distribute the 172 farms to those who manage to get in first between the hours of 8 and 9 on the morning of March 1.

Much dissatisfaction was expressed among the prospective settlers in line when Receiver Robinson announced the secretary's decision. The only ones who were pleased were those who had offered as much as \$1,000 for preferred places in line and were refused."

Los Angeles, Feb. 19.—Operations in the stock market today were conducted with an eye to technical conditions of the speculation, rather than with a view to more substantial considerations bearing on the intrinsic values or earning power. The extent to which the recovery has run and the rapidly with which it has been accomplished plainly had an influence in inducing some debates and hesitation in the pursuit of the upward movement."

The reactionary tendency of Reading was of especial influence in that direction, owing to the feeling, part that stock has played in the upward movement. Additional information corroborated the opinion that improvement was taking place over the conditions dreaded in the recent stock market depression. The cheerful tone of the mercantile reviews voiced a conviction that fears of a severe trade recession were groundless. The hopeful expressions by Charles M. Schwab over steel trade prospects seemed to have a reassuring effect on the market."

THE AVIATION CRAZE CHANGES THE PLAN OF ACTION HITS CITY

PEOPLE OF SAN ANTONIO, TEXAS, GREATLY INTERESTED IN FLYING MACHINES.

San Antonio, Texas, Feb. 19.—(Special)—This city is literally aviation-mad. Though most of its citizens have surveyed Mother Earth in the past from no higher an elevation than it afforded by the cow puncher's saddle, they have taken an interest in the man-made things that fly that amounts to practically a craze. Not a few have built aeroplanes—things that came to a few feet above terra firma; and those who have not have asked the daring ones on with an eagerness bordering on recklessness. San Antonians had their first taste of aerial ventures and honor when one of their citizens, Dr. Fielding, carried off a trophy for long distance sailing in a balloon, three years ago. Shortly after that the aeroplane made its general appearance, and within a short time everybody of a venturesome turn of mind was building kites. Freddie Newman was one of the first to enter the field. Like all of them, he had something new to offer. His machine was to keep its equilibrium under all conditions, but failed to do so. During a trial trip he had it towed by a powerful automobile. After ascending to a height of about 100 feet the rope harnessing the flyer to the automobile broke and the equilibrium aeroplane dashed to the ground, losing most of its identity and giving the operator and inventor a severe shaking up. Other kites built by the same man served merely to demonstrate his pugnacity—the equilibrium feature refusing to materialize."

The next inventor and aviator in the field was J. W. Oman. He entered the market with an eye to technical conditions of the speculation, rather than with a view to more substantial considerations bearing on the intrinsic values or earning power. The extent to which the recovery has run and the rapidly with which it has been accomplished plainly had an influence in inducing some debates and hesitation in the pursuit of the upward movement."

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The eastern of the discount rate in London in spite of further shipments of gold from there to South America gave promise of ease of the New York money market. Bonds were firm; total sales, \$1,612,000. United States 2 1/2 coupon and 4 1/2 coupon advanced 1/4 per cent on call during the week."

New York Closing Stocks. Amalgamated Copper 76 1/2, American Beet Sugar 23 1/2, Canadian Pacific 180 1/2, American Car & Foundry 62 1/2, American Cotton Oil 67 1/2, American Locomotive 57 1/2, American Smelting & Refining 84 1/2, Do preferred 108, American Sugar Refining (bid) 125, Anaconda Mining Co. 115 1/2, Atchafalpa 112 1/2, Atlantic Coast Line 130, Baltimore & Ohio 112 1/2, Brooklyn Rapid Transit 73 1/2, Canadian Pacific 180 1/2, Chesapeake & Ohio 59 1/2, Chicago & Northwestern 157 1/2, Chicago, Milwaukee & St. Paul 146, Colorado Fuel & Iron 40 1/2, Colorado & Southern 69, Delaware & Hudson 176 1/2, Denver & Rio Grande 41 1/2, Do preferred 74 1/2, Erie 39 1/2, Erie 39 1/2, Great Northern preferred 126 1/2, Illinois Central 143, Interborough Metropolitan 22 1/2, Do preferred 57 1/2, Louisville & Nashville 150 1/2, Missouri Pacific 70 1/2, Missouri, Kansas & Texas 47 1/2, National Biscuit 108 1/2, National Lead 81 1/2, New York Central 121 1/2, Norfolk & Western 101, Northern Pacific 120 1/2, Pacific Mail 33, Pennsylvania 123 1/2, People's Gas 120 1/2, Pullman Palace Car 107 1/2, Reading 163 1/2, Rock Island Co. 49 1/2, Do preferred 85, Southern Pacific 125 1/2, Southern Railway 29, United Pacific 180 1/2, United States Steel 80 1/2, Do preferred 120 1/2, Wabash 21 1/2, Do preferred 47 1/2, Western Union 73, Standard Oil 62 1/2.

Boston Mining Stocks. Alouez 53 1/2, Amalgamated Copper 16 1/2, American Zinc Lead & Smelting (bid) 30, Atlantic 9, Boston Con. C. & C. (rets.) 19 1/2, B. & C. Copper & Silver 17 1/2, Butte Coalition 24, Calumet & Hecla 63, Centennial 26, Copper Range Con. Co. 26 1/2, East Butte Copper Mine 7 1/2, Ferguson 26, Franklin 19 1/2, Groulx Con. 9 1/2, Granby Con. 8 1/2, Greene Canadian 9 1/2, Isle Royale (Copper) 23 1/2, Kerr Lake 9 1/2, Lake Copper 8 1/2, Miami Copper 24, Mohawk 61 1/2, Nevada Con. 27 1/2, Nipissing Mines 10.

Chicago Livestock. Chicago, Feb. 19.—Cattle—Receipts estimated at 1,500; market steady; beefs, \$1.50@1.70; Texas steers, \$1.15@1.25; western steers, \$1.30@1.45; stockers and feeders, \$2.35@2.50; calves, \$7.25@9.25. Hogs—Receipts estimated at 16,000; market 5c lower; light, \$8.50@9.50; mixed, \$8.80@9.25; heavy, \$8.80@9.25; rough, \$8.80@9.25; good to choice heavy, \$9.05@9.25; pigs, \$4.10@9.15; bulk of sales, \$9.20@9.30. Sheep—Receipts estimated at 2,000; market steady; native, \$4.50@7.25; western, \$5.75@7.25; yearlings, \$7.00@8.70; lambs, native, \$7.25@9.25; western, \$7.50@9.50.

Cleaning House Statement. New York, Feb. 19.—Following is the statement of clearing house banks for the week: Loans, \$1,223,074,900; increase, \$307,300; deposits, \$1,236,853,500; increase, \$1,428,900; circulation, \$50,020,600; decrease, \$479,400; legal tenders, \$67,370,800; decrease, \$670,700; specie, \$267,512,900; increase, \$2,573,200; reserve, \$331,895,700; increase, \$1,866,500; reserve required, \$398,213,374; increase, \$359,225; surplus, \$25,680,225; increase, \$1,507,275; ex-United States deposits, \$16,109,415; increase, \$1,604,359.

Grain and Provisions. Chicago, Feb. 19.—A rush of sellers in the wheat pit caused a decided drop of prices after a comparatively firm opening. The selling was overdone, however, and when shorts sought to cover little grain was in sight and prices rapidly recovered and attained higher levels under the strong demand. The advance carried prices up from 1 1/4c to 1 1/2c above the low price. May ranging from \$1.12 1/2@1.13 1/2 to \$1.14 1/2@1.15 1/2, and closing at \$1.14 1/2. Liquidation and short selling by speculators caused a rapid decline in corn after a relatively steady opening. The upturn in wheat aided the corn market and an advance of 3/8c to 1/2c from the low point was registered. Oats reflected the course of other

ARRAIGNS HIMSELF IN HIS OWN COURT

Wellington, Kan., Feb. 19.—Just because William Stotler, a newspaper man, happens to be the police judge here, that did not excuse him from arraigning himself in his own court on a charge of disturbing the peace after he had engaged in a fight with J. L. Ferguson today. Immediately after the fight Stotler summoned himself into court.

"Have you been fighting?" he asked himself. "Yes," he answered. "But, judge, I—"

"Tut, tut," interrupted the judge. "I'll fine you five and costs." Ferguson was then arraigned by Judge Stotler and fined the same amount. Stotler is also the city editor of a Wellington paper. The fight started over a story Stotler wrote about Ferguson. As a means to reduce the smoke evil, the municipal authorities of Glasgow will hold an exhibition of gas heating, lighting and cooking appliances for the use of various sorts of smokeless fuel.

MARKET MOVEMENT OF THE DAY

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Tamarack	7 1/2
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Do preferred	50
Utah Con. (asked)	21
Winona	9
Wolverine	111

New York Mining Stocks.

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Brunswick Con.	5
Comstock Tunnel stock	32
Comstock Tunnel bonds	18
Con. Cal. & Va.	170
Horn Silver	75
Iron Silver	163
Leadville Con.	5
Little Chief	6
Mexican	106
Ontario	234
Ophir	200
Standard	45
Yellow Jacket	130

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Alcott's

ARTISTIC MILLINERY. Opposite Savoy Hotel, 219 Stevens Street.

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The Standard Fender Co. is now selling stock at \$1 per share. It will soon be selling at \$5, and if you want a good investment you would do well to get in on the ground floor.

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Union Market

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