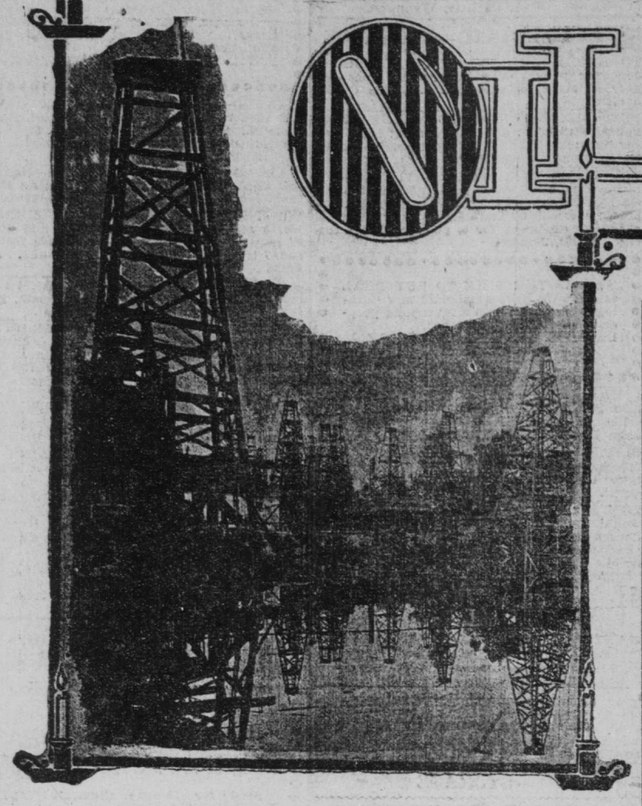
OIL IN CALIFORNIA



THE REFINERIES

And the Demand for Their Products—Asphaltum County Roads.

It is commonly thought that California petroleum is good for fuel and that's about all. This is because the greatest need here is cheap fuel, but when this need is supplied the following example will show to what uses the balance of the product can be put. These figures were given to Mr. Geo. R. Whitcomb by John B. McCloskey of Santa Paula, Cal. They are not compiled from a laboratory test, but are the results obtained by Mr. McCloskey time and again in a hundred barrel still in the Ventura Oil company's refinery at Ventura from 24 gravity Ventura county oil.

From 100 barrels of 42 gallons each:
3 barrels of 76 degrees gasolene.
4 barrels of 63 degree benzine.
15 barrels of 45 degree water white kerosene.
8 barrels of 38 degree export kerosene.
21 barrels of 28 degree gasolene distillate.
10 barrels of 26 degree light lubricant.
12 barrels of 23 degree neutral oil.
6 barrels of 21 degree red neutral oil.
5 barrels of 14 degree lubricant stock oil.
11 barrels asphaltum of 250 lbs each.
5 barrels waste.

100 barrels in all with only 5 bbls waste.

Samples of all these products were given to George R. Whitcomb by Mr. McCloskey and can be seen at his office, 511 Phoenix building, this city, and no finer kerosene or benzine or lubricants are made from any crude petroleum in the world than are made from Ventura county crude oil. Eastern experts give the same testimony. We clip the following from a Los Angeles paper:

Recently a sample lot of oil from the Piru oil field in Ventura county was sent to W. H. Marshall, one of the expert chemists in a large refinery at Cleveland, Ohio. Yesterday the company received the following letter, which is self explanatory:

"Dear Sir: You remember I had you send me a few weeks since a sample lot of California crude petroleum. You sent some of the Ventura county crude. Perhaps you will be interested in knowing what results were obtained from working with this oil. Perhaps they will be as surprising to you as they were to the writer, because of the rather unsatisfactory reports I had heard of the California oil, except for fuel purposes.

"By our process we obtained from your samples what is unquestionably the finest burning oil ever seen, not even excepting the finest Pennsylvania oil. It is absolutely colorless; no bloom; scarcely any odor, and what it has is sweet; burned it alongside of Pennsylvania oil with better result. You may think this is putting it rather strong, and it is, but I cannot put it too strong for all I have said is a fact. It is apparent to me that there is great opportunity for money making in the business of refining petroleum in the state of California, if proper methods and process are used by individuals or organizations who have sufficient capital. Let me say right here that the results obtained, as above mentioned, from your oils by this process, entail less expense of plant and manufacture than does the regular everyday refining of Pennsylvania or Ohio oils.

"The Ventura crude, 25 degrees gravity, we find, when properly treated, yields 30 per cent water white burning oil, test 150 degrees 45 gravity, of the quality above described. The residue yields good quality of paraffine oil, but no wax, or it may be properly reduced with steam and, after treatment, make first-class cylinder stock."

The agents of coast stations of the Standard Oil company have steadily advertised and sold "eastern oil," getting a little higher price for it than for kerosene not claimed to be "eastern," and as the Standard has now, and for that matter always has had, the monopoly in handling illuminating oils on the coast, as they have had for the last twenty years everywhere else, their say has formed public opinion, but to the producer of crude oil on the coast and the refiner it is an open secret that hardly a barrel of eastern kerosene oil has ever gone into California.

The Standard Oil company has steadily bought every barrel of the light products, naphtha, benzine, gasolene and kerosene, from every refinery that ever produced any of these goods and is ready to and does contract for the light product of every new refinery that starts up anywhere in the state. What becomes of all this if not sold from the tank wagons of the Standard Oil company, which supplies the householder in every town from Vancouver, B. C., to San Diego? And the demand is greater every year.

If California crude petroleum does not refine into good illuminating oils, why was the Standard so anxious to acquire the refinery of the Pacific Coast Oil company at or near San Francisco? They are reported to have paid over $6,000,000 for the property of this company. The fact is that no finer illuminating oils are produced in the world than at Chino, Los Angeles, Port Costa and San Francisco, Cal. The crude oil from Ventura county, from Whittier and Fullerton, refine over 30 per cent water white, forty-five degree, 150 test kerosene oil and from the white oil district, Plaserita canyon, near Newhall, Los Angeles county, the crude refines over 80 per cent high grade illuminating oil. In fact, it is so clear as it comes from the ground that anyone not familiar with the oil business would pronounce it pure kerosene. The only trouble is that as yet so much crude oil is used for fuel that California refineries can hardly supply the demand for illuminating oil.

There is little or no waste in refining Los Angeles and Ventura oils. The residue, after the lighter products are taken off, are neutral oils, lubricating stock and asphaltum. Several refineries in those portions of the state which yield the heavy black oils work only for the asphaltum to be obtained, which sells readily f. o. b. cars at $25 per ton. The eleven casks of asphaltum residue from the 100 barrels Ventura county crude in the foregoing statement would sell for $34.37, which would pay for refining the whole 100 barrels. And the demand for asphaltum is insatiable. See the fight now going on in Venezuela over asphaltum beds.

With the coming of the automobile every county in the United States will have at least one asphalt paved road, and the cities and towns will demand them and have them just as they now have an electric light plant or esteem themselves as a backwoods town.

There is always a question in the mind of the person thinking of investing in the oil business as to the permanency of the demand. A few moments' thought brings out the foregoing facts, which only touch upon two of the demands for the product of California crude oil. I could fill this whole page in only touching upon the many uses to which this oil is already put.

THE ENTIRE OUTPUT OF THE STATE

COULD NOT SUPPLY

Liquid Fuel for the Engines of the Southern Pacific road in this state alone should they all be changed to Oil Burners this year.

Not long since a representative of the Pacific Oil Reporter visited the great shops of the Southern Pacific railway system at West Oakland, Cal., and from Master Mechanic William McKenzie and his assistant, W. H. Russell, much valuable information was gained, which, for want of space, cannot be quoted in full here, but the main facts are as follows:

As to consumption of oil by a locomotive. During December, one engine running the companies' crack train between Oakland and Los Angeles, on the division from Oakland to Mendota and return, a total service each trip of 348 miles, averaged to use 7 1-3 gallons per mile. This, of course, is under best conditions as to grades and finest machinery. On the average engine, freight and passenger, over heavy and light grades, it may be assumed that at least ten gallons per mile would be used. There are 137 locomotives in use on this division. Their daily services in December last varied greatly, but averaged 3,169 miles of actual service, and on the basis above stated, their consumption of oil would have been 31,690 gallons of oil, or 754.9 barrels for each engine per month.

The company averages in actual daily service 500 locomotives. Taking the experience of this western division in the engines which they have actually using oil fuel as a basis, these 500 in the state, if all converted to oil burners, would consume 4,527,000 barrels of oil. But this company is a large user of petroleum fuel in other ways than its locomotives. At West Oakland shops alone they use 5,000 barrels per month under their stationary boilers. Also in all their water pumping plants and repair shops in other parts of this great system and it can easily be seen that if this one railway system could change all their power in this state alone to fuel burning, the whole product of oil in California would not supply their wants. It has been stated by those in authority in this company that they propose to change from coal to oil fuel on their whole system not only in California but as far east as an oil supply can be secured. The above illustration serves to show what one consumer of oil could do to the oil product of California. What, then, would other consumers do? The Santa Fe, which is now buying 750,000 barrels per year besides the products of its own wells, the street car systems—Los Angeles system alone used over 200,000 barrels last year—gas companies, electric light companies, mining and smelting companies, sugar refiners, the great iron works and the thousand and one smaller manufacturers are now using oil for fuel. The great trans-Pacific steamship companies which are even now looking at the great economy to them in storage room for freight instead of coal bunkers, saving in wages, not to mention lives of stokers, and at least one-half the cost in producing a given amount of steam power with oil instead of coal.

The recent change in ownership of the Pacific Mail Steamship line will work mighty changes in the cost of operating that line. Already men are sent to Japan, southern China and the Philippines to investigate the oil supply and the feasibility of establishing storage systems adequate to the demand of ocean steamships for liquid fuel at that end of the route in the immediate future. It has been computed that a vessel carrying 8,600 tons of dead weight can be propelled at a speed of 10 knots an hour by the use of 22 tons of oil a day. This is equal to the same power produced by the use of 45 tons of coal. The days of liquid fuel are dawning, and the wheels of commerce, which keep the world moving, will yet be turned by oil. The commerce of the world in the next decade will be on the Pacific ocean, and the fuel to furnish the power to drive the ships will be petroleum. California, besides furnishing the fuel for her own railways, factories and all kinds of steam power, must furnish liquid fuel for this end of the great trans-Pacific liners.

The question is asked almost daily, "How long will this demand last?" Just as long as steam is used for power and it will increase as our influence as a nation increases in the orient, as our tools and modern utilities become more familiar to the millions and millions of little yellow and brown men in Asia and the islands of the sea, and as long as live Americans occupy the lands, forests and mines of these countries and require American things to live on and with.

Probably the greatest future for crude oil burning in California is in metallurgical work, for there seem to be but few processes where it cannot be applied. The Selby smelting works furnish a fine example of what can be done in this line with fuel oil. Here three Roop furnaces and one Pierce furnace are fired with oil and give great satisfaction. The units of heat to be used can be adjusted to such a nicety that a great saving is effected.

It needs no attention, and as there are no furnace doors to open and shut, as with other fuel, the constancy of the air supply is never disturbed. Oil is also used in melting down the precipitated silver in a reverberatory furnace, in the retorts and in a large reverbatory slag furnace, and in every case is found much cheaper than coal as a fuel, besides effecting a considerable saving in the metals treated on account of the perfect and even heat obtained. The oil used was Ventura county oil, obtained from the Union Oil company.

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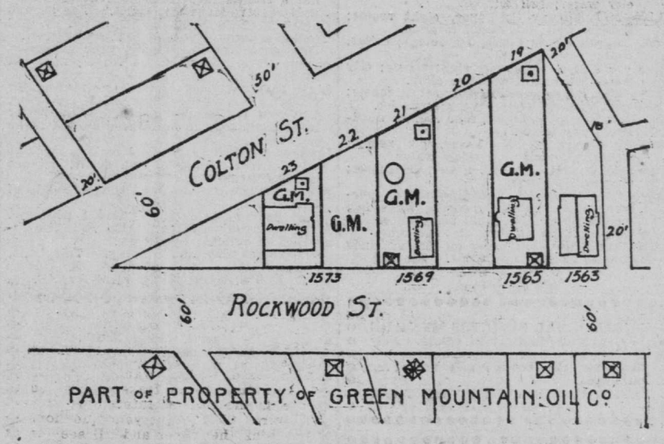

Map showing location of Green Mountain Oil Co.'s property in Los Angeles City. The wells on the Rockwood St. fronts of No 1569 and 1565, are producing. Driller is at work on well on Colton St. front of No. 1565. When this is finished price of stock will be advanced and the other two wells on Colton St. front completed, making five producers before July 1st.

Green Mountain Oil Co

OF LOS ANGELES, CAL.

100 One-Dollar Shares, $25.00; 1,000 Shares, $250.00

An investment as safe as a bank. Quarterly dividends will be paid aggregating 20 or 25 per cent annually on the investment.

Only a limited amount of stock now for sale to complete this group of five wells.

Every Minnesota stockholder abundantly satisfied.

Call at the office and see the crude oil; also samples of the refined products and place your orders for stock. Or write to

GREEN MOUNTAIN OIL CO.

GEO. R. WHITCOMB, President,

511 Phoenix Building, Minneapolis, Minn.

MURDER OF DOTSON

Instigated by His Own Son and Executed by McArthur.

PLOT WHICH READS AS ROMANCE

Extraordinary Efforts to Establish a Theory of Suicide—An Old Crime Involved.

Special to The Journal.

Deadwood, S. D., March 9.—The remains of the late Captain Oliver Dotson have been laid away in the Spearfish cemetery. His body was brought down from near Helena, Mont., by Hiram Dotson, a son. The funeral was held from the Methodist church of Spearfish, and was largely attended, as Captain Dotson has for years been a familiar figure to the people of Spearfish. Hiram Dotson, whose home is in Spearfish, started for Helena after his father's remains as soon as he learned of his death and the tragic and mysterious circumstances surrounding it.

The officers of Powell county, in which the captain had made his home for seven years, no longer have any doubt as to the manner in which death was produced. The latest developments point conclusively to a cold-blooded murder, and the attempt to give his death the appearnce of suicide was so flimsy that it completely dissolved in less than two days after the discovery was made. James McArthur, the discharged convict from the Red Lodge penitentiary, is considered the criminal beyond any question. It is known that before getting his discharge he had promised Clinton Dotson, a son of the murdered man, that he would kill the old man for the purpose of securing the release of young Dotson, Oliver Benson and Elias Persinger, who were serving long sentences for the murder of Cullinane.

It is apparent that the murder resulted from the plan hatched up in the penitentiary between McArthur and Clinton Dotson, whereby the latter upon being released from the penitentiary, was to divide with McArthur $15,000 in gold which he had in hiding. Another convict in the penitentiary overheard the plan, and reported it to the warden at the time.

Clinton Dotson and McArthur were cell mates before the latter was released, and it was in their cell that the conspiracy was formed, whereby the old man was to be murdered, a confession forged in which the old man was to admit that Cullinane was killed by him and Edward Cachelin, and protesting the innocence of the three men serving sentences for the crime.

A Friend to McArthur.

Upon being released from the penitentiary, McArthur was seen around with Captain Dotson much of the time, and they were in Helena together on several occasions. McArthur had a bad reputation, and the police were watching him closely when in town. Captain Dotson appeared to have perfect confidence in him, however, because of his association with his son in the state prison. While in Helena at one time the elder Dotson was robbed of a sum of money. Suspicion pointed to McArthur, who was immediately arrested. Captain Dotson refused to believe him guilty, and would not appear against him, so the matter was dropped. When Dotson returned to his cabin in Washington gulch, however, Dotson informed some of his neighbors that he had been robbed by McArthur.

It has been proven beyond a peradventure that Dotson was shot through a hole that had been cut in the wall of the cabin. The murder was committed on Friday, Feb. 15. Dotson was away from home most of that day, and it is believed that McArthur took advantage of his absence to cut the hole and await the old man's return. He thrust the muzzle of the rifle through the hole and shot Dotson in the head, killing him instantly. McArthur then, from all appearances, set about to establish the theory of suicide. He fastened the gun to a bookcase with staples, and tied a string to the trigger, so as to make it appear that Dotson had been standing in front of the gun, and had pulled the trigger himself. But the man was evidently in a hurry, and it was found that the staples were not strong enough to withstand the recoil of the gun.

On the outside of the cabin, just to one side of the hole, there were found abundant evidences of powder, the edges of the hole being blackened and burned.

Alleged Confession.

McArthur then undoubtedly forged the following confession, which was found in Dotson's cabin by the officers:

Washington Gulch (no date).—In the year 1896, in October, I think it was, I killed a man in Gallatin county, near Central park, and hid the body in the bushes about 700 yards west of the bridge. In August, 1899, my son-in-law, Ed Cachelin, and myself killed Eugene Cullinane. Ed Cachelin shot Eugene in the head, and I shot him in the back. We did not kill him for his money; we killed him to get him out of the way. We thought we would be arrested, and Cachelin took Eugene's horse and rode to Helena, where my son, Clinton Dotson, was camped, and he watched until Clinton had gone up town, and he then hid Eugene's watch in the mattress of Clinton's bed. My son Clinton is not guilty of any crime at all, and I can't stand to have him in prison. My grandson, Oliver Benson, is not guilty, and that other man from Missouri is not guilty, and I hope my son will forgive me for it.

—Oliver Dotson.

Captain Dotson had expected for some time that he would be assassinated, and had given utterance to the belief to Felix Ingram, a former Black Hills man, at the time of the trial of Clinton Dotson and the other two murderers of Cullinane. The elder Dotson was a witness against his son and the other two, testifying to circumstances that incriminated them. He was courageous, however, and would not take any extraordinary precautions.

Story of the Murder.

Clinton Dotson, Oliver Benson and Elias Persinger were convicted of the murder of Cullinane not only by overwhelming circumstantial evidence, but also by the confession of young Benson, who related the details of the crime to the officers. Previous to this confession Dotson had endeavored to throw the crime upon his brother-in-law, Edward Cachelin, who was in Montana at the time. Cullinane's watch was found in Dotson's bed at the time he was arrested, and he claimed that it had been placed there by Cachelin. This story was absolutely exploded by the confession of young Benson, who stated that he, Clint Dotson and Persinger went to the cabin of Cullinane, in American gulch, and that Dotson shot Cullinane in the head with a rifle. Benson said Dotson took Cullinane's watch and concealed the body in a brush pile.

RAIDED THE GAMBLERS

Six Men Taken in the Drag Net at Mitchell, S. D.

Special to The Journal.

Mitchell, S. D., March 9.—The city administration does not propose to allow gambling in Mitchell if there is a way to prevent it. A few nights ago the chief of police made a raid on the only gambling den in town and caught five men redhanded. They with the proprietor of the place were arrested, and all but the latter pleaded guilty. The proprietor will stand trial, the case being set for Monday.

The annual convention of the collegiate Y. M. C. A., which was to have been held in this city this week was postponed. The executive committee decided to postpone after a consultation with physicians concerning the probability of spreading smallpox. The meeting will probably be held about the middle of April.

The State Band of this city is arranging to secure the services of Professor. J. W. Merrill as instructor with the idea of making it the leading musical organization of the state.

BILL TO BE CHANGED

Friends of Primary Election Reform to Submit a New Measure.

LULL IN PROCEEDINGS IN WIS.

Railway Taxation the Absorbing Topic of the Past Week—Apportionment.

Special to The Journal.

Madison, Wis., March 9.—The primary election bill was relegated to the background this week, so far as any action by the legislative committees on privileges and elections was concerned, though it was the principal topic of discussion in the corridors of the capitol. Report credits the friends of the bill with a detrmination to block all other important legislation until the bill is passed, and the manner in which several important bills have been laid over gives color to the report. The assembly committee will meet Monday evening, and it is expected that Mr. Stevens will then have a new bill with several changes from the original draft. What these changes will be is guesswork to those not on the inside, but it is not believed they will be so marked as to meet the demand of some of the opponents that the convention be retained, and that the primary shall apply only to county and city elections and the choosing of delegates. The senate committee, which sat in joint session with the assembly committee during the public hearings, will meet on Wednesday afternoon to receive amendments and suggestions. It will probably await the action of the assembly committee, however, before making a report. Senator Riordan is credited with having a primary election bill up his sleeve which may prove to be the one the stalwarts are willing to have passed.

Railway taxation was an absorbing subject this week. Every day since and including Tuesday the senate and assembly committees on assessment and collection of taxes were in joint sessions hearing arguments on the bills prepared by the state tax commission, one of which provides an ad valorem tax system, the other an increase in the present license fees. Either one, it is said, means an increase of about $600,000 in the taxes on railroads All the leading roads have been represented by able attorneys, who protested strongly against the ad valorem or property valuation system, especially when based on stock and bond values as shown by market prices, and all of whom insisted that the railroads are already paying their full share of taxes. Governor La Follette's message, in which he said the railroads are paying a fairer proportionate tax than is personal property, was freely quoted by the railway attorneys. Judge Gilson and George Curtis of the tax commission met their arguments by showing that railroad property is as tangible as real estate or the property of manufacturing concerns, and its proportion of taxes should be compared with these, and not with personal property, which is largely hidden.

Next to the taxation bills the measure which attracted most attention this week was the Hall bill providing for a railway commission, with authority to fix rates. Several manufacturers from different parts of the state have been here to argue before the assembly committee on railroads against the bill, and protests against it come in from the same source every day. Their special protest is against the abrogation of the commodity rate. Mr. Hall offers to have this provision stricken out, but the railway attorneys insist that this would make no difference, as they would not be able to give a commodity rate if other rates are as fixed by the bill.

The settlement of assembly districts by the committee on apportionment is not final, if the threats of some of the dissatisfied members are carried out. Mr. Spratt, whose county, Sheboygan, is reduced from three to two assemblymen, says that not only will he carry his fight to the floor of the assembly, but if defeated there he will take it to the courts.

Assemblyman Rossman's revised racing bill, which permits the selling of pools to ten days at one meet, and then only on harness races, has a chance of passage, though the majority of the committee on agriculture, which has it in charge, is likely to report against it.

The Woodward marriage bill, which requires the approval of physicians before loving couples can wed, has dropped out of sight, and from the present outlook is likely to die in committee.

The osteopathy bill is still in the hands of the senate committee on public health and sanitation, but it is said it will come out next week with an unfavorable report.

A report is expected from the senate judiciary committee next week on the anti-cigarette bill, for the passage of which Rev. Mr. Colestock prayed in the assembly Thursday.

OLMSTED COUNTY MEDICS

Well Attended Meeting and Banquet Held at Rochester.

Special to The Journal.

Rochester, Minn., March 9.—The Medical association of Olmsted county convened in this city yesterday with a large representation. Papers were presented by Doctors F. W. Burns of Stewartville; F. J. Halloran of Chatfield, and W. J. Mayo of Rochester. The session was held in the parlors of the Cook hotel, and at the close a banquet was served.

The hospitals of insane in the state have made their annual report of population, as follows: St. Peter, 993, Rochester 1,101, Fergus Falls 1,330, Anoka 120, Hastings 123, a total of 3,607. This is an increase of 97 over last year.

Eyota has a case of smallpox, the village barber, Charles Willis. Only the one case is known of and physicians are striving to keep the disease from spreading.

In the matter of an appeal from the decision of the probate court concerning the Schacht estate to the district court, Judge Snow sustains Judge Leonard. The appeal was taken by the appellants on questions of law concerning the distribution of property. The dispute is over one of the best 80-acre farms in Olmsted county.

DAMAGES FOR A BATH

Chicago Prisoner Says It Shattered His Nervous System.

New York Sun Special Service

Chicago, March 9.—Fritz Korwein wants $20,000 because he took a bath in jail. His suit against Sheriff Magerstadt is on trial in Judge Burke's court. In the first count of his bill Korwein says:

The prisoner was confined in a cold and chilly hall, through which they negligently permitted the cold wind or draft to blow, and while he was so confined he was compelled to undress and stand for a long time in that condition upon a cold cement pavement, and then by the same authority compelled to bathe in cold water.

Cramps ensued, he fell down in a violent convulsion, suffered rheumatism, caught a severe cold, inflammation of the left eye set in, the right ear was injured and his nervous system was shattered.

MILL COMPANY ORGANIZED

Mills Will Continue to Be Run Under Separate Management.

New York, March 9.—The Journal of Commerce says:

The organization of the Standard Milling company has been practically completed.

The capitalization of the new company is to be as follows: Preferred stock, 5 per cent noncumulative, $6,900,000; common stock, $4,600,000; total stock, $11,500,000; 5 per cent bonds, $5,750,000.

The various mills will continue to be run under the separate managements that have operated them since the old company became embarrassed and not by the Standard company itself, although their earnings will go to the new company.

SEARLES' DULUTH SCHEME

PRECIPITATED HIS ASSIGNMENT

He Gave Notes in Settlement of a Contract With John M. Thomas.

New York Sun Special Service.

Duluth, Minn., March 9.—It was a deal in Duluth that brought about the assignment of John E. Searles, who is about the most numerously connected corporation man in New York. The deal was peculiar.

Two ye rs ago Searles found at Duluth and Superior several idle steel making and steel rolling plants. One had a capacity for fifty gross tons per day of open hearth steel and the same in rolling mills for I beams and channel bars, and a slabbing mill. Another was a large car and foundry plant, with two three-high trains of rolls, one a 16-inch bar mill, and the other a 10-inch guide mill. The third was a bessemer converter plant of capacity for 400 tons per day with plane and bar mills, but without blooming mill required.

All these Mr. Searles agrede to buy. He organized the Lake Superior Steel company on Nov. 15, 1899. He proposed to issue $2,000,000 in bonds and $1,000,000 in 7 per cent noncumulative preferred stock. This would pay for the plants, provide $400,000 for improvements and $500,000 for working capital. The bonds were never sold, however, and the money paid for the concerns, which was not great, and that paid for improvements, which was considerable, was from Mr. Searles.

But the chief outlay and that which brought about the difficulty was an associated blast furnace deal. John M. Thomas had a furnace close to the Searles plants and the latter agreed to take the entire product of the furnace at "Pittsburg prices" for a term of months. Mr. Thomas began making iron under this contract when the Pittsburg price was $23.50, the very top of the boom of a year ago. Searles was not ready to take the iron from his Duluth plants and took it very slowly for other disposition. Finally, when there had accumulated about 15,000 tons, and the Pittsburg price had declined by drops of a dollar or more a jump, a settlement was made under which Mr. Thomas kept the iron and received $100,000 in cash and notes from Searles in consideration of a cancellation of the contract. It is these notes long overdue that precipitated the crisis.

The Lake Superior Steel company under the Searles plan, as recommended by some of the foremost engineers in the country, was to be an important factor in steel making. The plans contemplated a daily capacity for 600 tons of finished material, including ship plate and beams as well as merchant iron. It was also expected to buy the Thomas furnace and an option was taken, as well as to buy iron ore mines in order to make the concern independent from raw material to the finished product. The underwriting statement figured out a profit of $1,900,000 a year figured on the then price for the material produced.

HE'S FROM WISCONSIN

Edward F. Dwight, the Assignee of John E. Searles.

Special to The Journal.

Madison, Wis., March 9.—Edward F. Dwight, the assignee of John E. Searles of New York, is a Wisconsin man. His father is a farmer at Oregon, near here. Mr. Dwight graduated at the University of Wisconsin in the class of '87. He took his law course at the Columbia law school in New York, of which his uncle was at the head, and since then he has been practicing in New York city.

Experiments show that all classes of foods may be completely digested by a preparation called Kodol Dyspepsia Cure, which absolutely digests what you eat.

RAILROAD RUMBLES.

FOR ORIENTAL TRADE

Great Northern Building the Largest Dock in the World.

West Superior, Wis., March 9.—The Great Northern's improvements for this locality contemplate the largest merchandise dock in the world, plans for which have already been drawn. This dock will be utilized in connection with the oriental trade which President James J. Hill is building up, and is in line with the comprehensive improvements under way at Seattle and Everett on the Pacific coast.

A passenger depot and passenger dock are also among the improvements contemplated for the bay front here. These will probably be located near the gas plant. It is said that Great Northern officials have acquired a great deal of land in this section recently.

KALISPELL BRANCH

Movement to Have G. N. Extend to Elk River Coal Beds.

Kalispell, Mont., March 9.—At a largely attended meeting of the board of trade a movement was commenced to secure the Kalispell Southern branch line of the Great Northern to Elk River coal fields. A committee from the city council and board of trade has been appointed to meet the Great Northern engineer and discuss the most feasible route. The city will offer to pay for survey and secure right of way. The road to be built will haul daily 6,000 tons of coal. The Great Northern has contracted to take that amount of coal.

Zoarites Coming West.

A community of Zoarites numbering about 150 families may be induced to leave their homes near Canton, Ohio, and locate in the northwest. Immigration agents of western lines are after them with all the large inducements which the northwest has to offer, and the Zoarites are said to be on the point of removing to this climate. This particular community of Zoarites is worth about $2,000,000 in lands and goods.

Eric Olson on File.

Eric Olson, the Sherburn county "rate expert," has submitted a new plan for the guidance of the state railway and warehouse commissioners. Mr. Olson's findings have been placed on file, as follows:

First—To provide for joint traffice between all railroads in Minnesota so as to have exclusive state control over shipments to and from Duluth and Two Harbors for every railroad station in Minnesota.

Second—To stop the unjust tariffs levied by railroads in Minnesota to pay dividends on bogus stock.

Third—To compel transfer at all crossings to reach all stations in Minnesota from all stations in Minnesota.

Fourth—To equalize all freight rates on a basis of charges for services rendered, reasonable for both carrier and shipper.

Fifth—To compel railroads to live up to their charters.

The commission placed the proposals "on file."

Morgan Absorbes Another.

New York, March 9.—The Times says: The Central of Georgia Railway company has acquired the Chattanooga, Rome & Southern Railway company. The purchase was accomplished through J. Pierpont Morgan & Co., and the price paid was $2,500,000.

Sale of D. R. W. & S. Pending.

Red Wing, Minn., March 9.—Negotiations are pending for the sale of the securities of the Duluth, Red Wing & Southern railroad to New York and Boston capitalists. A meeting of the directors of the road was held here this afternoon and it is understood that they favor the transfer. This, it is believed, means that the new company will bridge the Mississippi river and extend the line to Duluth, a distance of 162 miles.

Railroad Notes.

The monthly meeting of the Northwest Railway club will be held at the Ryan Hotel Wednesday evening, March 13. The principal paper of the evening will be read by Spencer Otis on "The Future Simple Locomotive."

A call has been isued for the next meeting of the Western Passenger association to convene at St. Louis March 12.

The engineers throughout Indiana have combined against the use of the white light in railroading. The white light is used at night to indicate a clear track.

The Northern Pacific and Omaha roads are short of box cars as a result of the activity of the pulpwood industry to points in Wisconsin. Twelve thousand cords have been moved thus far this winter.

MORGAN GIVES UP

Alabama Senator Retires From His Fight for Isthmian Canal.

New York Sun Special Service.

Washington, March 9.—Senator Morgan has abandoned his struggle for the construction of the Nicaragua canal, after twenty-three years of ceaseless endeavor. He has announced his determination to resign as chairman of the senate committee on interoceanic canals.

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