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MINNESOTA HISTORICAL SOCIETY.

MORE LIGHT CAST ON FREIGHT TIE-UP

The Commerce and Labor Department Makes Some Significant Revelations.

Final Blow Given to Theory that Car Shortage Caused Blockade.

Movement Has Not Equaled Last Year's Tho Handicaps Were No Worse.

By W. W. Jermane, Colorado Building, Washington, D. C.

Washington, Dec. 28.—Startling revelations regarding the car shortage were made public today by the department of commerce and labor. Its investigations show that the much-vaunted car shortage is no shortage of cars at all. Its carefully gathered statistics show that a smaller quantity of the great staples of this country was moved in November of this year than in the same month of 1905. With the great elevators at Duluth and Minneapolis and other shipping points yawning for wheat, the deliveries at fifteen interior markets fell below the deliveries of November, 1905, by the great figure of 17,500,000 bushels. With the great northwest shivering and crying for coal, the shipments of anthracite from the eastern producing regions fell below the figures for November, 1905, by nearly two hundred and fifty thousand tons.

The showing is absolutely convincing regarding the car supply. It answers the question of the interstate commerce commission, which, even at the end of last week was willing to admit that there was probably an actual shortage of cars. But in clearing up this mooted point, the revelations create even deeper queries. Why is it that in November, 1906, with the interstate commerce commission using its utmost endeavors to relieve the tension, the railroads could not handle as much freight as in the corresponding period of 1905? And, answer this question as we may, the government agents who have drifted back here from the inquiries in the northwest are forced to admit the ground for these two questions:

Two Pointed Inquiries.

"Are the railroads, stirred up by the trust-busting and railroad-curing legislation and court action of the past year, and resentful of the enlarged powers of the interstate commerce commission, seeking to give the country one grand lesson of their power?

"Are the railroads guilty of gross mismanagement, and of a lack of mutual confidence which is fatal to the smooth flow of interstate commerce?"

That there is fair ground for both these questions has been admitted by a man who is in position to speak with full knowledge, if anyone is. His name is withheld because of his confidential connection with the government. But that he knows whereof he speaks is evidenced by the fact that he has been going thru the northwest with his ear close to the ground, prying into this alleged car shortage. He has talked with all conditions of railroad employees and shippers, and he has made deep investigation on his own account. And, after closely following the hearings of the commissioners, he was forced to admit that the explanations thus far offered do not explain.

No New Handicaps.

The railroads were laboring under the same, or even worse handicaps in November, 1905, than in November, 1906. There was the same lack of ter-

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ASSASSIN SHOOTS DOWN A WOMAN

Owatonna Man, in Mad Frenzy, Pursues Wife, Wounds Neighbor Who Shelters Her.

Special to The Journal.

Owatonna, Minn., Dec. 28.—A shooting affray occurred here last night, and as a result Mrs. H. O. Quam will probably die.

Fred Zimmerman, a farmer, living just outside the city, engaged in a quarrel with his wife, the two having lived in a sort of perpetual disagreement for three or four years. Zimmerman, it is said, often made threats to kill his wife.

Last night he went home under the influence of liquor and at once renewed the quarrel with his wife. He again threatened to kill her and she ran out of the house. Seeing her neighbor, Mr. Quam, going along the road a short distance away, Mrs. Zimmerman ran to him and begged his protection from her husband, of whom she said she was very much afraid.

Prepared for Murder.

Quam took her to his house, where she remained for the evening meal. After this was finished she decided to return home, hoping to find her husband in better humor, but was finally prevailed upon to remain for the evening at the Quam home.

In the meantime Zimmerman, left alone, had been nursing his anger until he had worked himself into a perfect frenzy of rage. Procuring a shotgun, he started for the Quam residence, where he had seen his wife enter, bent upon making away with her.

It happened that as Zimmerman neared the house, Mrs. Quam walked toward the window and her shadow fell across the curtain. In his blind rage he did not stop to consider that the shadow might not be that of his wife, but took it for granted that it was such, and fired thru the glass. The charge passed thru the pane and struck Mrs. Quam, who fell to the floor, probably mortally wounded.

Felled by Club, Captured.

Rushing out of a rear door of the house, Quam grabbed a club on his way and struck Zimmerman two hard blows, felling him to the ground. Quam then went for medical aid for his wife and for the police to arrest Zimmerman. While he was gone Zimmerman walked to his own home, where he was later found by a deputy sheriff and arrested. He was brought into the city and is in jail awaiting his hearing in municipal court.

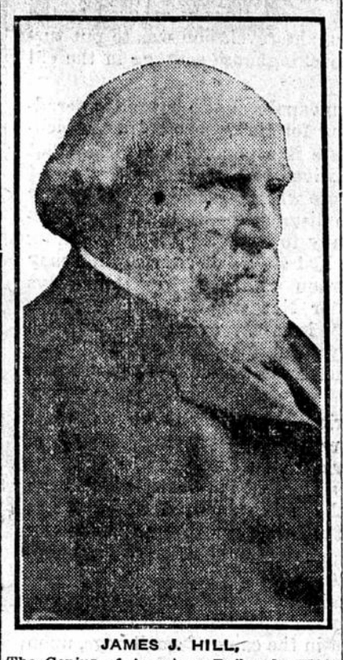
Zimmerman is filled with remorse that he was mistaken, and that Mrs. Quam is the one to suffer, but, judging from his talk, had it been his wife who had been shot his remorse, if any, would not have been great. He is about 54 years old. His victim is also well advanced in years.

LIQUOR RAID AT STOUGHTON

Goods and Outfits of Eight "Pigs" Seized by Officers.

Madison, Wis., Dec. 28.—A wholesale raid on illicit saloons was made by officers last night at Stoughton. The outfits and goods of eight places were seized and brought to Madison. The proprietors were arraigned this afternoon. Stoughton went "dry" last spring.

SOON TO SHIFT BURDEN



JAMES J. HILL.
The Genius of American Railroads, Who Plans His Own Retirement.

BLACKMAILERS HOLD KEY TO MYSTERY?

Prisoners Arrested in Indianapolis May Shed Light on Macedonian Murder.

Indianapolis, Dec. 28.—In the arrest here of three Bulgarians the police claim to have unearthed a blackmailing scheme backed by a "Black Hand" society styling itself the Bulgarian-Sofia committee.

Two Macedonians were approached by the Bulgarians and, according to the police, if a certain amount of money was not forthcoming, the victims were informed they would be severely dealt with.

By the use of marked bills which the police declare were afterwards found upon the Bulgarians, the plot was uncovered and Steven Roucheff of Madison, Ill.; Nichola Vascee and James Vascee of this city were arrested charged with blackmail.

Efforts to wring evidence that will shed light on the massacre of the six Macedonians in Minneapolis from the men under suspicion in this state have not been abandoned, and the authorities are still hopeful that the Minnesota mystery may yet be cleared. The men just arrested will be questioned as to their knowledge of the Macedonian murders.

PHYSICIAN KILLS SELF

"Broken Health" Written on Card Left by Prominent Virginian.

Norfolk, Va., Dec. 28.—Dr. Charles L. Culpepper, a leading and wealthy physician of Portsmouth, was today found dead in his office with a bullet wound in the head and a pistol lying by his side. The words "broken health," in Culpepper's handwriting were found written on a postal card on the physician's office desk.

Dr. Culpepper late yesterday executed two deeds giving his wife valuable property in this city and Portsmouth and then telephoned to the county clerk's office asking that they keep open until the deeds could be recorded, which was done.

J. J. HILL SOON TO SEEK RETIREMENT

Says He'll Shift Burden Upon Son First of Next July.

He Has Been Active in Transportation for Half a Century.

James J. Hill, president of the Great Northern railroad, probably the most admired and respected as well as the most picturesque and remarkable character of the railroad and financial world today, will retire from active business and active management of his many mammoth enterprises July 1, 1907.

The announcement comes from Mr. Hill himself. His successor will be his oldest son, Louis J. Hill, first vice president of the Great Northern, who possesses to a great extent the remarkable genius of his father and who will still have at his disposal the guiding hand of the empire builder of the northwest.

From time to time in the past few years there have been rumors that Mr. Hill was planning to retire. The definite time for the retirement has never been announced until yesterday when Mr. Hill himself named July 1 next as the date for getting out of the harness. He said:

"I have planned to retire as soon as I could safely do so. By that time I shall be able to leave the work of a lifetime, the business, here, on a safe, sound base that will endure."

Minneapolis will lose and gain by the retirement of Mr. Hill. Today the city has no better friend or more loyal supporter and believer in the future greatness of the city than James J. Hill. His successor, however, is equally sanguine regarding the coming greatness and importance of Minneapolis. Both have prophesied for Minneapolis a great future, and within six months Mr. Hill stated emphatically his belief that Minneapolis in five years will be a city of half a million.

Mr. Hill's dominating characteristic can be said to be a combining of the highest imagination and stern common sense, with an untiring energy that always follows the dream with practical accomplishment. For fifty years he has followed steadily his dream for the development of a new empire in the northwest and, at the age of 68, he will retire with his work accomplished.

Half-Century in Transportation.

Mr. Hill was born in Ontario in 1838. Naturally of a thoughtful, studious disposition, he was given the benefit of all possible schooling until he reached the age of 15, when he was thrown on his own resources. At 18 he came to St. Paul and became agent for a packet company operating on the river. This was the beginning of his connection with the transportation interests in the northwest. He branched out, entering the railroad business, opening up communication with Winnipeg and finally, in 1879, beginning as life's work when, with others, he took over the old St. Paul & Pacific railroad, a sickly infant consisting of "two streaks of rust" a few hundred miles in length, a bad name and a debt of $33,000,000. From this beginning he began with masterly genius the re-creation of the northwest.

Today he controls transportation facilities covering almost an entire continent, steamship lines connecting with the Orient, and a hundred other enterprises. Mr. Hill rose from manager to president of the company, reorganized as the St. Paul, Minneapolis & Manitoba, becoming president in 1883. Ten years later the Great Northern was completed to the coast and the recent years have recorded wonderful advancement. The system covers over 6,000 miles of lines today, with over a thousand miles of yards and sidings, steamship lines on the lakes and the Pacific and controlling influences on connections. Mr. Hill himself is reputed to be worth $100,000,000.

Today Mr. Hill is credited with more knowledge of railroad affairs and management than any man living. Scores of railroad captains all over the country received the first and best training on the Hill roads, and gladly give all credit to the wizard of the northwest.

BRYAN WOULD BE NOMINEE

Nebraskan Practically Admits He Will Be Candidate in Next Convention.

Topeka, Kan., Dec. 28.—In an interview here William J. Bryan practically admitted that he would be a candidate for the presidential nomination in the next democratic national convention.

"While I have not yet announced that I will be a candidate," said Mr. Bryan, "I have not stated that I would not be a candidate and do not intend to. Such a high honor as the presidential nomination is something that no American citizen should decline."

Mr. Bryan declared that he had never stated that President Roosevelt had stolen the thunder of the democratic party, altho, he said, the president was now advocating many things favored by that party.

BOLD CONVICTS STEAL RIDE

Passengers in Terror as Fleeing Prisoners Board "Blind Baggage."

St. Louis, Dec. 28.—Three negro convicts employed at the prison power house just outside the penitentiary walls at Jefferson City, escaped last night and rode sixty miles toward St. Louis this morning on the "blind" baggage end of a Missouri Pacific passenger train. The passengers were panic stricken when it became known that three convicts in prison garb were on the train.

The negroes were driven from the train at each station by Conductor Wheeler and the train crew, but as soon as the train started the persistent trio would climb aboard the "blind" baggage. At Kent, sixty miles west of St. Louis, they finally left the train.

EVE GAVE ADAM A LEMON

Modern Language Association Calls Meeting to Discuss Prank in Eden.

Journal Special Service.

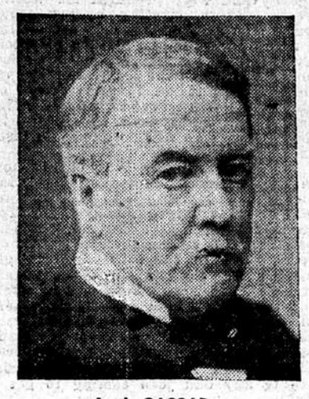
New Haven, Conn., Dec. 28.—The American Modern Language association, now in annual session here, has decided that it was not an apple that Eve handed Adam. The association has set aside Saturday morning to discover whether it was not a lemon that caused the trouble in the garden of Eden.

Professor Oliver M. Johnson of the Leland Stanford university, California, who has made a special study of tropical fruits, has been appointed to lead the discussion. He insists that there were no apples in the garden of Eden.

HER FAVORITE DOLL.
The Democratic Child—No matter what I do to Bill Bryan he always bobs up again just as good as ever.

MILLION-DOLLAR DEAL MADE INVOLVING SYNDICATE BLOCK

A. J. CASSATT IS DEAD



A. J. CASSATT.

Philadelphia, Dec. 28.—A. J. Cassatt, president of the Pennsylvania railroad, and one of the most famous railroad men in the coutnry, is dead. Mr. Cassatt has been confined to his bed for several weeks, and tho grave doubt of his recovery existed his death today was unexpected. Altho it is yet early to speculate on the probable successor of Mr. Cassatt, rumor has been busy, it being stated that the election of Henry C. Frick to the board of directors Wednesday was a step toward making Mr. Frick the president of the Pennsylvania.

BLIZZARD CARRIES DEATH TO BRITONS

Many Found Frozen to Death in England—Island Buried in Snow.

London, Dec. 28.—All of the members of the crew of the Japanese liner, Awa Maru, from Antwerp for Middlesboro, which ran on the rocks of Red Car last night, were taken off by lifeboats.

A telegram from Holyhead says an unknown vessel has foundered off Rhoscolyn point, Wales. Distress rockets were sent up last night and a lifeboat put out and searched for hours but found no sign of the vessel in distress.

Nine persons have been found frozen to death on roads in England alone during the past twenty-four hours. The list doubtless will be much lengthened when communication with localities now snowbound is restored.

Roof Collapsed.

Forty to fifty women had narrow escapes from death today, owing to the collapse of the snowladen roof of a Covent Garden warehouse, but most of them were rescued from the wreckage with only slight injuries.

The continuing snowfall has created an unprecedented situation, the worst known in thirty years in Great Britain, and the conditions existing here apparently are general thruout Europe.

From all parts of Great Britain come stories of trains buried in snowdrifts, the worst case being that of a passenger train bound from Dundee to Edinburg, which ran into a snowdrift at 6 o'clock last night, three miles from St. Andrews and is still imbedded. A rescue train sent to the assistance of the passenger train also stuck in a drift, and all the efforts made during the night to reach them were futile. This morning small quantities of provisions were conveyed to the starving passengers and crews.

The equipment of the British railroads is quite inadequate to deal with the conditions, heretofore almost unknown in the country.

MUENSTERBERG HONORED.

Berlin, Dec. 28.—Emperor William has bestowed on Professor Hugo Muensterberg, professor of Physiology at Harvard university, the crown order of the second class.

Boston Interests Buy the Building and Take a Long Lease on the Ground ---New Building Possible.

LEASE MAKES NEW RECORD; EVEN SURPASSES CHICAGO

Stockholders of the Minneapolis Syndicate voted today to lease the ground on which the Syndicate building stands and to sell the building itself to a Boston trust.

The ground lease will be executed for 130 years at a flat annual rate of $61,000 net, beginning Jan. 1, 1907. This sum is 6 per cent a year on the capitalization of the company of $1,000,000, plus $1,000. The building will be sold to the lessees at a fair consideration to be determined.

This lease is the largest ever made in Minneapolis. It is $1,000 a year more than any ground lease ever executed in Chicago. The deal places a valuation of $3,000 a front foot on the land. Negotiations have been pending for two months thru the office of the J. F. Conklin & Zonne company, managers of the property. Altho the transaction is neither denied nor affirmed by the management, the announcement is practically authoritative. The stockholders' meeting was held at 10 a.m. in the office of John De Laittre, secretary and treasurer.

The change in ownership of the Syndicate building does not affect the present tenancy at all, as existing leases will be carried as before. It is probable that no change will be made in the management. Whil it is undrstood that the new owner of the building stands ready to erect a new structure on the site of the Syndicate, when occasion may demand, no early plans along that line are indicated.

The Minneapolis Syndicate felt that it had held the property a good while, and will obviate the necessity for putting up a new structure itself when the time comes. At the same time the Syndicate has placed within its reach a sure thing in the way of investment of its capital.

Heart of the Retail District.

Comment on the Minneapolis Syndicate block is practically superfluous, as it has been one of the local landmarks for a generation. It has always been considered the very center of the retail district of the city, and is so peculiarly situated in its relation to the Nicollet avenue retail business that it is expected always to maintain that position.

The Syndicate building has a frontage of 330 feet on Nicollet avenue and a depth on Fifth ad Sixth streets to the alley of 155 feet, covering a half block. The middle section of the building on Nicollet avenue is six stories high, and five stories high to the corners. The Sixth street frontage is six stories.

Several fires which have occurred since the erection of the Syndicate have kept its construction up to date. The central portion burned out when occupied by Bradstreet, Thurber & Co., and was rebuilt. Another fire required extensive repairs in the same section. The portion of the building numbered 509 Nicollet avenue was burned out when occupied by Drennen, Starr & Everett as a crockery store, and was rebuilt.

The principal ground floor tenants of the Syndicate are the Minneapolis Dry Goods company, F. W. Woolworth & Co., the Young-Quinlan company, J. B. Hudson & Son, Atlantic & Pacific Tea company, Plymouth Clothing House.

A Historic Organization.

The Minneapolis Syndicate is composed of seventy-five local and foreign stockholders. It was formed by some of the best-known business men among the pioneers of Minneapolis, a few of whom are still connected with it. Its directors and officers today are men who are regarded leaders in the Minneapolis business world.

The organization was made in 1880 by Senator R. B. Langdon, Dorilus Morrison, Clinton Morrison, Judge E. B. Ames, J. K. Sidle, C. H. Prior, John De Laittre, Captain John Martin, W. W. Eastman, A. H. Linton, C. M. Loring, Thomas Lowry.

The directors today are: Clinton Morrison, John De Laittre, A. H. Linton, C. S. Langdon, G. R. Lyman, J. F. Conklin, J. R. Vanderlip. The officers: President, Clinton Morrison; vice president, C. S. Langdon; secretary and treasurer, John De Laittre; assistant secretry and manager, J. F. Conklin. Mr. Conklin has held this position since the Syndicate block was built. The Syndicate block is the only property that the association now owns. It once controlled the Lyceum theater.

Excavation of the site of the Syndicate was made in 1880 and the building was put up in 1881 and 1882. The Grand opera house, which stood at Sixth street and the alley, was opened in April, 1883. The house was closed in 1895 and in 1897 the six-story addition to the Syndicate, now occupied by the Plymouth clothing house, was begun on its site.

BEGS TO BE SENT TO JAIL

Ohio Man Insists Upon Being Held for Professed Wrong-Doing.

Journal Special Service.

St. Louis, Dec. 28.—Daniel F. Loveland, the son of a Sandusky Ohio merchant who has been taken into custody twice during the week because of his assertions that he is wanted by the savings bank of Elyria, Ohio on a charge of forgery has again been released and told to stay away from the police station. A telegram from Elyria yesterday said he was wanted and a second telegram today said not to hold him. Loveland insists on being sent back to Ohio to atone for his professed wrong-doing.

HAIR PULLER IS ENJOINED

Johanna Glade Forbidden to Attack Husband's Hirsute Adornment.

Cleveland, Dec. 28.—By order of the court Johanna Glade has been enjoined from pulling out the hair or whiskers of her husband, John Glade. The injunction also restrains the woman from "jawing" her husband in the street until his suit for divorce has been settled.

In his petition for divorce Glade says that his wife has a particularly bad temper when she has been drinking, but that even when she has not been drinking at all she has a way of jumping on him, pulling out his hair and whiskers, and otherwise annoying him.

BLOCK INVOLVED IN STUPENDOUS DEAL

THE SYNDICATE BLOCK, THE HEART OF THE MINNEAPOLIS RETAIL DISTRICT.

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