

"IF YOU DON'T TAKE THE STANDARD YOU DON'T GET THE NEWS."

The Anaconda Standard

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VOL. IX.—NO. 157.

ANACONDA, MONTANA, MONDAY MORNING, FEBRUARY 7, 1898.

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The "Just as good" kind of goods are not sold at Lays'. They sell only one kind—

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That is the cheapest kind when it comes to Watches and Jewelry. Our Four Packing Watches are the very best that can be bought for the price.

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The two last are fitted in absolutely just-proof cases, and all are warranted good time-keepers. Our stock of Solid Gold and Gold Filled Watches, both ladies' and gents', is the largest in the city, and our prices, quality considered, the lowest.

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OWSLEY BLOCK BUTTE, MONT.

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Our stock of Winter Clothing is smaller than it was—but what is left has WORTH.

We never expect to offer you any better bargains than what we have now on our counters.

BEAR IN MIND that our clothing is up-to-date in fit, quality and style, and that we are selling it now at

25 PER CENT LESS

Than regular selling prices

GANS & KLEIN

BUTTE, MONT.

THE MONTANA UNION IS SOLD

Its New Owner Is the Northern Pacific Company and the Deal Is Closed.

By This Purchase the Northern Pacific Completes Its Line From Logan to Garrison via the Homestake Pass—This Will Henceforth Be the Main Line and It Will Bring Butte and Anaconda on the Through Route—It Is the Route the Road Ought to Have Traversed in the Beginning—A Chapter in the Varied Career of the Montana Union—How It Came to Be Built and What It Has Done in Its Time Toward Helping or Harming the Territory That Has Given It Support.

Yesterday, at the dinner hour, a telegram significant in its import but provokingly meager in its details reached the Butte office of the Standard. It read: "Report deemed trustworthy here is to the effect that the Montana Union has been sold to the Northern Pacific." Instantly the Standard's New York correspondent was instructed to find out if the report was true. It was Sunday. The part of Greater New York where railroads are bought and sold without ado and where, on week days, million-dollar transactions are deemed hardly worth mentioning, was deserted—the only way to get this news, of highest significance to all Montana, was to scurry among up-town sources of information for it.

While this work was going on in New York, Standard reporters made vain attempts to learn something at this end of the line in regard to the impending fate of the Montana Union. Perhaps General Manager Burns knew at 10 o'clock last night all the Montana Union news that is printed in the Standard this morning. If he did he is a star performer—he left the reporter under the impression that if there is one man among these mountains who knew not one jot of news about the proposed sale, that man is General Manager Burns; and, in fact, he apparently had not heard of the sale. But the quest in New York was rewarded. Late in the night word reached the Standard office that the sale of the Montana Union was an accomplished fact. Following is the dispatch:

New York, Feb. 6.—The question of selling the Montana Union, which has been the connecting link between the Union Pacific terminus at Silver Bow, Montana, and the Northern Pacific main line at Garrison, in the same state, has been held under advisement for some time by the management of the reorganized Union Pacific, with the result that the Union Pacific directors have taken formal action and fully decided to sell the road to the Northern Pacific, which will thus be able to make its main line continuous by way of the city of Butte. The Standard's correspondent met this evening a man whose relations are close with Daniel S. Lamont of the Northern Pacific directors, and who, when he was asked for information, said that, so far as he was aware, there was no privacy about the Northern Pacific's side of the case, that it stood ready to buy, that negotiations have been progressing, that the terms of sale were practically arranged and that if the whole matter is not settled it will be in less than five days. The Standard's correspondent tried to get information from E. Ellery Anderson, of the Union Pacific board of directors. He is in town, but it was impossible to reach him tonight, but it can be positively asserted as coming from Mr. Anderson, although indirectly, that the sale of the Montana Union to the Northern Pacific has actually been made, that every detail in the transaction is closed, that nothing remains except the formal transfer of the property together with certain papers held in the West, and that the transaction will be completed before Feb. 15.

A Bit of Local History.

It has been apparent to those who have kept track of recent changes involving the transcontinental railroads that the aim of the new men in the management of the Union Pacific was to bunch their hits on their main line and to take especial care of traffic which normally belongs in their territory, without undertaking to invade the field covered by the lines of their two rivals which cross Montana from end to end and from east to west. On the other hand the new men in control of the Northern Pacific, following an enlightened policy, have resolved to bring their railroad properties up to the highest mark of efficiency. Toward that end they intend to depart from many of the traditions that are a part of the history of this long mismanaged railroad and bring the line to rights at points where in the past things were radically wrong, except as those who were in the ring that speeded the road to bankruptcy, were the beneficiaries. In point of traffic, Butte is actually the most important place on the Northern Pacific line between Minneapolis and the state of Washington. The marvel is that, all these years, the Northern Pacific has had no road of its own making its line continuous westward; for

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years the Northern Pacific had no direct line of its own eastward from Butte. Back in 1879, Sidney Dillon proposed to extend the Utah and Northern road well into Montana if the legislature would vote certain exemptions from taxation. These were not voted; the Northern Pacific was then pushing across Dakota, and the fact that it was sure to extend into Montana before long was felt by the Montana legislature to be all the inducement Mr. Dillon's road needed. That proved to be the right view—Mr. Dillon built until his road reached Silver Bow. Meanwhile, the Northern Pacific was stretching across Montana. The road, after advancing westward from Bozeman, ought to have made direct for Butte over one of two or three proposed routes. Instead, as the result of what the public has always recognized as the outright dishonesty of men in the road's engineering department, the line was turned away from Butte, to the city of Helena, and then across the main range of the Rockies at one of the worst possible points, through the mile-long Millan tunnel and among almost inaccessible peaks.

Paying the Penalty.

When it reached Garrison, after crossing the main range, the Northern Pacific found itself at its nearest approach to Butte. It was proposed to run a branch line along the Deer Lodge valley, but the result of a long dicker was an agreement for the joint ownership with the Union Pacific, of the Montana Union, then narrow gauge, this to be the Northern Pacific's connection with Butte. For this blundering and dishonest policy the Northern Pacific paid heavy penalties. The Union Pacific was practically Butte's only railroad. A few years later, crossing the Northern Pacific at a right angle, at Helena, the Great Northern's Montana Central division reached Butte. Still later, the Northern Pacific found itself forced to start a little west of Bozeman and build into Butte over one of the routes that ought originally to have been preferred.

But even then the original mistake was only half made good; the Northern Pacific could arrive in Butte from the east all right, but once in Butte it was 50 odd miles from its own line westward—it was obliged to run its trains over the Montana Union from Butte to Garrison. After all these years and after all its experiences in bankruptcy, the Northern Pacific, as recited in this morning's news, complies, by its purchase, the repair of the costly carcass of 15 years ago—the famous golden spike was driven at a point a little west of Garrison, Sept. 8, 1883.

Butte and Anaconda the Gainers.

Owning the Montana Union, the Northern Pacific now has its own continuous route from Bozeman to Butte and thence westward via Garrison. This is a consummation of highest importance to Butte and to Anaconda. It means that henceforth the route via Butte will be the main through route for the Northern Pacific railroad. That always was the natural route. It is the route which, had honesty controlled, would have been the original route. It is the route that brings the main line of the road to the points where traffic is. A very small amount of work on a few miles of the Montana Union, will bring the Northern Pacific's main line from Butte direct to the city of Anaconda and thence westward. There is no shadow of doubt that the early future will see this change wrought. For an average construction party, it will not mean thirty days of work as far as the line through the Deer Lodge valley is concerned, to bring all the through Northern Pacific trains, via Butte, to the passenger station in Anaconda, thus abandoning the spur from Stuart to this city.

A Railroad's Ups and Downs.

When it was built, in the early eighties, the Montana Union was a narrow-gauge road that sought the cheapest route through the Silver Bow canyon and then took the easy grade of the Deer Lodge valley to Garrison. When the city of Anaconda was started a nine-mile-long spur was built to this place and a very large contribution to the road's business was furnished. The road was widened to standard gauge and money was spent in giving it a better route through the canyon. Anaconda's traffic increased beyond the most sanguine expectation. The Montana Union was as busy a road as there was in the country. It did not keep up with the procession. It was an exemplar of bad management; superintendents came and went in procession. It lacked cars for the freight—the supplies of ore and coal and wood required for the smelters in Anaconda. Its physical condition became abominable, its ore cars and engines cultivated the habit of leaving the track and spending valuable time in the ditch. It was an exasperating experience for the Anaconda management. The Union Pacific magnates were in the distant east, wrecking their road. They hard-

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He Confesses to an Atrocious Double Murder. WITHOUT A PANG OF PITY

He Slipped Rat Poison in a Kettle of Water—Watched His Brother and Sister Die—He Expects to Hang for It.

Fairfield, Cal., Feb. 6.—Frank Bellew has confessed that he is a fratricide, a double murderer. On the 9th of last November the little town of Dixon was thrown into a condition of extraordinary excitement by the deaths, from poisoning, of Louis Bellew and his sister, Susie, who lived in the same house. Bruno Klein, an employe of Louis Bellew, was also poisoned, but recovered after a severe illness. Louis and Miss Bellew were each engaged to be married, and suspicion of having placed in the water kettle the poison which caused the deaths at first fell upon a rejected suitor of Miss Bellew. This man was not arrested, however, the officers being satisfied of his innocence. Detectives worked secretly on the case and were soon convinced that Frank Bellew had murdered his brother and sister because he had been disinherited and coveted their property. The authorities were aided by Frank's brother-in-law, John W. Bird, who alleged that Frank had confessed his guilt to him. Frank Bellew was arrested on Thursday night and at first protested his innocence, denouncing Bird as a deliberate falsifier.

The officers proceeded that Bellew would weaken in jail and before he had been in his cell 48 hours he had told the story of the poisoning twice to reporters in the presence of two different jail officials. At first Bellew said the actor made an attack on the private ownership of land and other doctrines, which seemed out of keeping with his fashionable audience. After speaking of his personal association with Mr. George Bird, Bellew decided to extend a call to Rev. R. H. Sawyer to fill the pulpit of the church, vacant since the resignation of Rev. Edward S. Davis. Sawyer is in Montana engaged in organization work for the church at present. He has been engaged for several years past and has labored all through the Northwest. He is 35 years of age, and is said to be an excellent speaker.

A Call for Sawyer.

Special Dispatch to the Standard. Oakland, Cal., Feb. 6.—The board of trustees of the Central Christian church has practically decided to extend a call to Rev. R. H. Sawyer to fill the pulpit of the church, vacant since the resignation of Rev. Edward S. Davis. Sawyer is in Montana engaged in organization work for the church at present. He has been engaged for several years past and has labored all through the Northwest. He is 35 years of age, and is said to be an excellent speaker.

Capacity of Bankers.

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It May Prove Fatal.

Special Dispatch to the Standard. Boise, Idaho, Feb. 6.—O. P. Hazard, a farmer living at Mayfield, 20 miles from here, was accidentally and probably fatally shot by Amos Lee while hunting. A charge of buck-shot struck him in the leg, almost amputating it.

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THE CONSTITUTIONALITY OF THE BLAND-ALLISON LAW.

Attorney Baker Refused to Cancel a Mortgage for 364 Silver Dollars. Will Be Settled in the Courts.

Two Hoboes Crushed to Death Between the Baggage Car and the Tender. All Trains Delayed.

Worst Wreck in Years

EASTBOUND N. P. TRAIN PLUNGES INTO A WASHOUT.

A BALCONY FELL.

A FANCIER AMONG TWO HUNDRED DANCERS NARROWLY AVOIDED ONE MAN INJURED.

A THREE DAYS' SESSION.

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CUBANS ARE STARVING

Two Hundred Thousand Have Died From Destitution. GOD AND THE AMERICANS

The Only Hops of Aid for the Unfortunate Victims of Spain's Brutality. Fifty Thousand Are Perishing in Sagua Le Grande.

Washington, Feb. 6.—Hon. Charles W. Russell, assistant United States attorney of the department of justice, has just received the following letter acknowledging the receipt of a New York draft mailed to United States Consul Backer, at Sagua Le Grande, Cuba, whose district of Las Villas embraces Santa Clara, the capital of the province of that name, San Domingo, Remedios and another city in the same province in the eastern part of the island. In explanation of his estimate of the number of deaths from starvation, up to the time of his recent visit, viz: 200,000, Mr. Russell says that he got that number from the common talk in Cuba. For instance, he asked a Cuban what the insurgents said about accepting the offer of autonomy and the answer was that Spain had put 200,000 corpses between her and them, referring evidently to the reconcentrados. The letter follows:

"It is with unfeigned pleasure, as well as inexpressible gratitude of your invaluable favor of the 19th inst., transmitting to me the enclosed check, as a donation to the dispensary, a charitable institution to care for the destitute and sick children of this city, contributed, as you say, by certain employes of your department."

"I must tell you and other good souls contributing that the remittance was most timely, as their exchequer was empty and as one remarked when this relief was made known, we had God and only God to look to in order that our treasury be replenished. To God and those charitable Americans are due our thanks."

"Mrs. S. of Boston has notified me that she has sent to my address a case of condensed milk for the same purpose as also for the remnants of families of reconcentrados in an old warehouse of whose name I have not the name. It was you who called her attention to these poor outcasts."

"After speaking of the good done by Mr. Russell's visit to Cuba, the letter proceeded to state that the district has received nothing for the relief sent by our people except your thoughtful remembrances. Of course Consul General Lee has not, nor will he ever, in my humble judgment, have sufficient contributions sent to have to share with us, so remote and inaccessible in transportation of supplies."

"I have certificates signed by the alcaldes of the principal cities and towns in my Sagua Le Grande zone, showing that the estimate of 50,000 perishing souls was under rather than above the mark. To my mind and to all Christian people, it is but one, solely one issue in this Cuban question, the destitution and starvation. The statute is as when you left, save the destitution grows and the death rate increases through hunger."

"I have urged and the authorities selected and named a relief committee, composed of women as well as men who will distribute all contributions received and render needed relief to all the destitute. Say to the generous people of America, who have never turned a deaf ear to the cry of the distressed, whether at home or in a foreign land, to send us food, medicine and clothing for the poor."

"Mr. Russell says that any contributions of money may safely be sent to United States Consul Walter B. Barker at Sagua Le Grande, Cuba. As money can be transferred to Cuba with certainty and promptness to this particular region he advises sending New York draft rather than food supplies, which can be purchased there."

NO CRISIS THREATENED.

President Galvez Says There Is No Disagreement Among the Autonomists.

Havana, Feb. 6.—Senior Jose Galvez, president of the autonomist cabinet, says there is no disagreement among its members, nor anything in the nature of a crisis, about the resignation of the ministers understand their programme and mission, which he sums up as "to establish the new regime, to prepare for the elections and to constitute a chamber of deputies."

"Under no conditions," declares Senior Galvez, "is the resignation of members of the cabinet to address the insurgents, officially, or to negotiate for peace unless they should have a certainty as to the outcome of their efforts. Nevertheless the members of the cabinet, in their unofficial capacity, will do all in their power to smooth the pathway and will contribute to all private efforts to bring about a favorable issue."

"Peace will come," he declared, by the "combined action of arms and politics," but it is absolutely necessary to demonstrate the efficiency of Spanish arms at the same time that the beneficial influences of the new regime are being made known.

The French cruiser Dubouche arrived to-day.

Fleet Is Active.

Jacksonville, Fla., Feb. 6.—A special to the Times-Union and Citizen from Key West, Fla., says: Ships connected with the white squadron have displayed remarkable activity during the last few hours. The cruiser Marblehead put out from port to-day and joined the fleet. The Nashville, which left here Thursday fully supplied with coal and ammunition, has returned to the harbor. The torpedo boats have returned and the Cushing and Eriasson are in port. The Duquoy will arrive to-morrow from Mobile. The supply boats during the past week have transported large quantities of provisions to the fleet.

A Sealine Vardict.

Special Dispatch to the Standard. Helena, Feb. 6.—The jury in the Simons vs. Simons alienation of affection case, returned a verdict early this morning after deliberating about 30 hours. Under instructions of the court the verdict was sealed and its contents will not be known until court convenes to-morrow. It is reported that the jury, after long wrangling, finally agreed to compromise by giving the plaintiff \$10,000 and three hundred dollars, but nothing definite to this effect can be learned.

Cretean Question Shelved.

London, Feb. 6.—The Constantinople correspondent of the Mail says: The candidacy of Prince George of Greece for the governorship of Crete and the Cretean question generally have been shelved for the present. The sultan's progress through Stambul to-day (Sunday) was a magnificent spectacle. There was no disorder.

Penalised Ran Aground.

Philadelphia, Feb. 6.—The American line steamship Fenland, which sailed from this city for Liverpool with a general cargo valued at \$150,000, ran aground late yesterday in the shoals below Chester. At high water to-day she was still hard aground. Two icebergs attempted to move her this afternoon without success. Her position is not dangerous, and should she fall to float at midnight it is thought it will be necessary to lighten her cargo.

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