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Mrs. L. S. Hawley

THE PRESIDENT'S MESSAGE.

Federal Control of Railroads, an Elastic Currency, Tariff, Labor Problems, Peace Conference and the Monroe Doctrine Discussed.

President Roosevelt's annual message has been delivered to congress. Opening with a plea for the co-operation of all classes in continuing the country's prosperity and in correcting existing evils, for a "square deal" for everybody, the message first takes up the question of corporations and railroad rate legislation. The president says:

Corporations.
I am in no sense hostile to corporations. This is an age of combination, and any effort to prevent all combination will be not only useless, but in the end vicious, because of the contempt for law which the failure to enforce law inevitably produces. The corporation has come to stay, just as the trades union has come to stay. Each can do and has done great good. Each should be favored so long as it does good. But each should be sharply checked where it acts against law and justice.

Experience has shown conclusively that it is useless to try to get any adequate regulation and supervision of these great corporations by state action. Such regulation and supervision can only be effectively exercised by a sovereign whose jurisdiction is co-extensive with the field work of the corporations—that is, by the national government. I believe that this regulation and supervision can be obtained by the enactment of law by the congress. If this proves impossible, it will certainly be necessary ultimately to confer in fullest form such power upon the national government by affirmative amendment of the constitution.

The laws of the congress and of the several states hitherto, as passed upon by the courts, have resulted more often in showing that the states have no power in the matter than that the national government has power; so that there at present exists a very unfortunate condition of things, under which these great corporations doing an interstate business occupy the position of subjects without a sovereign, neither any state government nor the national government having effective control over them. Our steady aim should be by legislation, cautiously and carefully undertaken, but resolutely persevered in, to assert the sovereignty of the national government by affirmative action.

This is only in form an innovation. In substance it is merely a restoration, for from the earliest time such regulation of industrial activities has been recognized in the action of the law-making bodies, and all that I propose is to meet the changed conditions in such manner as will prevent the commonwealth abdicating the power it has always possessed, not only in this country, but also in England before and since this country became a separate nation.

Railroad Rate Legislation.
As I said in my message of Dec. 6 last, the immediate and most pressing need so far as legislation is concerned is the enactment into law of some scheme to secure to the agents of the government such supervision and regulation of the rates charged by the railroads of the country engaged in interstate traffic as shall summarily and effectively prevent the imposition of unjust or unreasonable rates. It must include putting a complete stop to rebates in every shape and form. This power to regulate rates, like all similar powers over the business world, should be exercised with moderation, caution and self-restraint, but it should exist, so that it can be effectively exercised when the need arises.

In my judgment, the most important provision which such law should contain is that conferring upon some competent administrative body the power to decide upon the case being brought before it whether a given rate prescribed by a railroad is reasonable and just, and if it is found to be unreasonable and unjust then, after full investigation of the complaint, to prescribe the limit of rate beyond which it shall not be lawful to go—the maximum reasonable rate, as it is commonly called—this decision to go into effect within a reasonable time and to obtain from thence onward, subject to review by the courts.

It sometimes happens at present, not that a rate is too high, but that a favored shipper is given too low a rate. In such case the commission would have the right to fix this already established minimum rate as the maximum, and it would need only one or two such decisions by the commission to cure railroad companies of the practice of giving improper minimum rates. I call your attention to the fact that my proposal is not to give the commission power to inflate or originate rates generally, but to regulate a rate already

fixed or originated by the roads upon complaint and after investigation. A heavy penalty should be exacted from any corporation which fails to respect an order of the commission. I regard this power to establish a maximum rate as being essential to any scheme of real reform in the matter of railway regulation.

It is worth while considering whether it would not be wise to confer on the government the right of civil action against the beneficiary of a rebate for at least twice the value of the rebate. This would help stop what is really blackmail. Elevator allowances should be stopped, for they have now grown to such an extent that they are demoralizing and are used as rebates.

Private Car Lines.
All private car lines, industrial roads, refrigerator charges and the like should be expressly put under the supervision of the interstate commerce commission or some similar body so far as rates and agreements practically affecting rates are concerned. A rebate in icing charges or in mileage or in a division of the rate for refrigerating charges is just as pernicious as a rebate in any other way.

There should be publicity of the accounts of common carriers. Only in this way can violations or evasions of the law be surely detected. A system of examination of railroad accounts should be provided similar to that now conducted into the national banks by the bank examiners. A few first class railroad accountants, if they had proper direction and proper authority to inspect books and papers, could accomplish much in preventing willful violations of the law.

Employers' Liability Law.
In my annual message to the Fifty-eighth congress at its second session I recommended the passage of an employers' liability law for the District of Columbia and in our navy yards. I renewed that recommendation in my message to the Fifty-ninth congress at its second session and further suggested the appointment of a commission to make a comprehensive study of employers' liability with a view to the enactment of a wise and constitutional law covering the subject, applicable to all industries within the scope of the federal power. I hope that such a law will be prepared and enacted as speedily as possible.

There has been demand for depriving courts of the power to issue injunctions in labor disputes. Such special limitation of the equity powers of our courts would be most unwise. It is true that some judges have misused this power, but this does not justify a denial of the power any more than an improper exercise of the power to call a strike by a labor leader would justify the denial of the right to strike. The remedy is to regulate the procedure by requiring the judge to give due notice to the adverse parties before granting the writ, the hearing to be ex parte if the adverse party does not appear at the time and place ordered. What is due notice must depend upon the facts of the case. It should not be used as a pretext to permit violation of law or the jeopardizing of life or property. Of course this would not authorize the issuing of a restraining order or injunction in any case in which it is not already authorized by existing law.

I renew the recommendation I made in my last annual message for an investigation by the department of commerce and labor of general labor conditions, especial attention to be paid to the conditions of child labor and child labor legislation in the several states. Such an investigation should take into account the various problems with which the question of child labor is connected. In such a republic as ours the one thing that we cannot afford to neglect is the problem of turning out decent citizens. The future of the nation depends upon the citizenship of the generations to come. The children of today are those who tomorrow will shape the destiny of our land, and we cannot afford to neglect them. The legislature of Colorado has recommended that the national government provide some general measure for the protection from abuse of children and dumb animals throughout the United States. I lay the matter before you for what I trust will be your favorable consideration.

As to Women Who Work.
The department of commerce and labor should also make a thorough investigation of the conditions of women in industry. Over 5,000,000 American women are now engaged in gainful occupations, yet there is an almost complete dearth of data upon which to base any trustworthy conclusions as regards a

(Continued on page 7)

WITTE—THE WONDERFUL!



—Boston Herald.

PERPETUAL CHRONOLOGY

Dec. 3 In History.

- 1688—Flight of King James II. of England from his palace; British revolution.
- 1733—Samuel Crompton, English inventor, born; died 1827.
- 1800—Battle of Hohenlinden; defeat of the Austrians by the French under Moreau. Hohenlinden closed the list of the great battles of the eighteenth century. The Austrians attempted to surprise the French camp by an all night march, but Moreau saw through the design and risked all to thwart it. Five of his divisions marched around the Austrian camp, while two stood under arms to receive the attack in front. Over 8,000 were killed and wounded. Moreau pushed his success so far as to plant his army at the gates of Vienna.
- 1836—General George Brinton McClellan born in Philadelphia; died 1885 near Orange, N. J.
- 1845—Robert Montgomery, British poet, died; born 1807.
- 1894—Robert Louis Stevenson died at Samoa; born 1850.
- 1904—First amputation at Port Arthur for burying the dead.



McClellan.

Dec. 4 In History.

- 1541—Tycho Brahe, Danish astronomer, born at Knudstorp; died 1601.
- 1642—Cardinal Richelieu died in Paris; born 1585.
- 1722—John Gay, English poet, died in London; born 1688.
- 1732—Cecily Berry, died 1831.
- 1867—President Lincoln's anniversary message sent to congress.
- 1883—Professor John Tyndall, celebrated British scientist, died at Hazeldean, England; born 1820.
- 1904—Mrs. Donald G. Mitchell, wife of the noted author, Elz. Marvel, died at New Haven; born 1820.

Dec. 5 In History.

- 1560—Francis II. of France, husband of Marie Stuart, queen of Scots, died; born 1543.
- 1782—Martin Van Buren, eighth president of the United States, born; died 1862.
- 1823—General George Armstrong Custer, born in Ohio; killed at Little Big Horn 1876.
- 1851—Kossuth, the Hungarian patriot, landed in America; Kossuth had been released from Russian captivity through the intervention of England and the United States. His tour through the states was an occasion. In the chief cities he made public addresses urging the acknowledgment of the claims of Hungary to independence and the interference of England and the United States jointly in favor of fair play for the continental nations struggling for liberty.
- 1870—Alexandre Dumas, the great French dramatist and novelist, called Dumas pere, to distinguish him from his illustrious son Alexandre, died; born 1802.
- 1877—Alice Wellington Rollins, well known writer, died in New York city; born 1847.
- 1901—Captain Richard B. Turner, keeper of Liberty prison at Richmond during the civil war, died at Suffolk, Va.; born 1828.



Dec. 6 In History.

- 1421—Henry VI. of England born; killed in Tower 1471.
- 1492—Columbus discovered Haiti.
- 1577—Marquis de Lafayette (Gilbert de

Dec. 7 In History.

- 1683—Algernon Sidney beheaded on Tower hill, London, for complicity in a plot to murder King Charles II.
- 1812—Napoleon's eldest lieutenant, who committed treason for his sake, executed by his own soldiers at the Luxembourg gardens in Paris; Marshal Ney, born 1768. Ney was condemned to death for deserting the army in front of the enemy. A tradition among the common people of North Carolina has it that Ney was set free and emigrated to America, where he taught school under the name of Peter Ney.
- 1874—Count Ferdinand de Lesseps, promoter of the Suez and Panama canals, died; born 1805.
- 1897—M. de Lourton, French statesman, died in Paris.
- 1902—Thomas Brackett Reed, ex-speaker of the house, died in Washington; born 1839.



Marshal Ney.

Dec. 8 In History.

- 1766—Eli Whitney, inventor of the cotton gin and improvements in firearms, born in Westboro, Mass.; died 1825.
- 1792—Henry Laurens, statesman, died in Charleston; born 1724.
- 1863—The cathedral at Santiago, Chile, burned during a festival and illumination; about 2,500 lives lost.
- 1889—Isaac Lea, of the Society of Friends, an eminent naturalist and publisher, died in Philadelphia; born 1782.
- 1902—The German and British legations closed at Caracas and the envoys to Venezuela left the capital.
- 1903—Herbert Spencer, the philosopher, died at Brighton, England; born 1820.

Dec. 9 In History.

- 1594—Gustavus Adolphus, king of Sweden, celebrated as a ruler and soldier, born in Stockholm; killed at Lutzen in the Thirty Years' war, 1632.
- 1608—John Milton born in London; died 1674.
- 1824—The Peruvians gained their independence by a decisive victory over the Spaniards at Ayacucho. Peru owed her freedom from the yoke of Spain primarily to General San Martin, the liberator of Chile. General Martin entered Peru in 1820 with an army of volunteers from Chile and Buenos Ayres. Seizing the capital, he won many victories and drove the Spaniards to the interior. Bolivar became dictator in 1825 and soon afterwards defeated the Spaniards at Ayacucho. The war lasted about a year after Ayacucho, when the last stronghold, Callao, yielded to the patriots.
- 1857—Father Matthew (Theobald), famous temperance apostle, died; born in Tipperary 1790.
- 1875—John Ross Brown, author, artist and traveler, minister to China in 1868-69, died at Oakland, Cal.; born 1817.
- 1897—Admiral Joseph P. Green, U. S. N., retired, veteran of the civil war, died in Brookline, Mass.; born 1811.
- 1902—The combined German and British fleet seized 4 Venezuelan warships at La Guayra, the port of Caracas.

BALFOUR STEPS OUT

PREMIER OF GREAT BRITAIN TENDERS HIS RESIGNATION TO THE KING.

London, Dec. 5.—The political crisis in the United Kingdom reached a climax during the day when Arthur J. Balfour, the premier, formally tendered the resignations of himself and the members of his cabinet to King

Edward, who accepted them. His majesty has invited Sir Henry Campbell-Bannerman to an interview in the morning, when he will offer to Sir Henry the mission of forming a new cabinet. Sir Henry will accept the task, and within a few days, even within a few hours, a new government will be formed.

Miners Aid Striking Printers.
Indianapolis, Dec. 5.—The executive board of the United Mine Workers of America has decided to pay in one sum the assessment of the organization, amounting to between \$11,000 and \$12,000, in support of the strike of the International Typographical union.

IT IS INTENSLY ALARMING.

Report Says People of St. Petersburg Are Almost in State of Panic. Communication by Wire With Outside World Has Ceased.

St. Petersburg, via Berlin, Dec. 4.—Intense alarm prevails here. Communication with the outer world by telegraph ceased Saturday morning when the Finnish operators joined their Russian comrades. The embassies, legations and banks are hastily organizing courier services to both the Finnish and German frontiers.

The population is almost in a state of panic, fearing that the railroads will stop running and that the inhabitants therefore will have no mode of flight in the event of the calamity which they seem to fear is imminent. Stories of the spread of disaffection in the guard regiments are in everybody's mouth and the revolutionaries continue to boast that the troops will no longer fire on the people.

Saturday morning newspapers were openly hawking fly sheets in the streets containing an account of an alleged revolt at Tsarskoe Selo and crying out "The emperor's palace guard has mutined."

Foundation of the Stories.
According to reliable information the only foundation for these stories is the arrest of the soldiers of the guard at Tsarskoe Selo Thursday. Nevertheless, in their excited state the people give ready credence to all rumors and this adds to the general alarm.

The air is also filled with stories of the alleged revolution at the palace Friday in which Grand Duke Boris is said to have attempted the life of the emperor. These stories likewise are untrue, but they prove that a revolution in the palace is considered possible at any time.

This situation has greatly increased the dangers of a financial crisis. The people, even the commercial interests, are withdrawing their money from the banks, converting it into gold, hoarding it or demanding foreign exchange which the state bank is issuing upon the foreign balances of the government. Exchange on London Friday rose to 250 for a rouble above the normal.

The Associated Press has just learned from a high authority that the situation in the Baltic provinces has grown exceedingly grave and that the troops at Revel and neighborhood are in open mutiny. This was the real cause of the extraordinary cabinet meeting which was held at Tsarskoe Selo Friday night.

SEVENTY MEN KILLED

RUSSIAN SOLDIERS ENGAGE REBELLIOUS TROOPS ON THE STREETS OF KIEFF.

Berlin, Dec. 4.—A dispatch to the Lokal Anzeiger from Kieff, via Pottowolozyska, says:

One company of a pontoon battalion mutinied during the day and, fully armed, marched through the streets trying to persuade other troops to join it. Only an engineer corps did so. The mutineers, then 2,000 strong, continued their march. Two hundred Cossacks were sent to prevent their advance, but General Drake, in order to prevent bloodshed, subsequently withdrew the Cossacks and permitted the mutineers to pass. General Drake made repeated and kindly efforts to persuade the mutineers to abandon their mutinous course. A part of them had complied when Governor General Suchaninoff telephoned and ordered that energetic measures be taken against the mutineers and that the latter be fired on at the first opportunity. The mutineers halted before the barracks of an Azov regiment, which was called on to join the march. During the demonstration at the barracks several mutineers fired, wounding an officer and two or three soldiers. The troops then fired upon the mutineers, who returned the fire and fled after several more volleys from the troops. The casualties on both sides were about 70 dead and 300 wounded. Two hundred mutineers surrendered.

TREPOFF MAY BE RECALLED.

Force to Be Used to Terminate Russian Strike.
Paris, Dec. 4.—A dispatch to the Temps from St. Petersburg, dated Sunday, Dec. 3, via Eydikuhnen, East Prussia, says:
The strike of the post and telegraph

employees is general, the government remaining unyielding before the demands of the strikers. This situation may be prolonged for several days, but it is doubtful if it will terminate peacefully. Again the word "dictator" is circulated, as during the early days of November. General Trepoft is said to be ready to return to the scene and restore order by a system of arrests and fusillades.

OCCUPY ISLAND OF LEMNOS.

Forces of the International Fleet Land in European Turkey.

London, Dec. 5.—The Vienna correspondent of the Daily Telegraph says: "The international fleet has occupied the island of Lemnos, in European Turkey. The Austrian foreign office expects that the ports will immediately acquiesce in the demands of the powers."

NINETEEN ON BOARD

STEAMER IRA H. OWEN GIVEN UP FOR LOST IN RECENT STORM ON GREAT LAKES.

Chicago, Dec. 2.—The owners of the steel steamer Ira H. Owen have given up all hope of that vessel ever reaching port. She carried a crew of nineteen men and it is believed that all have been lost.

The Owen was last seen on Tuesday about forty miles off Outer island while the storm was at its height on Lake Superior.

When sighted last Tuesday off Outer island of the Apostle group by the steamer H. B. Nye the Owen was blowing distress signals and seemed to be in a bad way.

The next tidings of the Owen were brought into Ashland, Wis., by Captain M. K. Chamberlain of the steamer Sir William Siemens. Captain Chamberlain reported that Thursday, when twelve miles east of Michigan island, he ran into a mass of wreckage, consisting of stanchions, the top of a cabin and other debris. Floating in the midst of the wreckage were a number of life preservers marked "S. S. Ira H. Owen."

The wreck of the Owen brings the loss of vessels in the recent storm to nearly a dozen and the total loss of life to more than thirty.

ELEVEN LIVES LOST

STEAMER LUNENBURG WRECKED ON MAGDALEN ISLAND DURING A STORM.

Meat Cove, C. B., Dec. 5.—Eleven lives were lost as a result of the striking of the steamer Lunenburg on the rocks off Amherst harbor, near the Magdalen islands. When the steamer struck here were seventeen persons on board, including a crew of sixteen and R. J. Leslie of Halifax, one of the firm owning the steamer and a member of parliament, who was drowned. The accident occurred in a violent storm. After the steamer struck the storm abated sufficiently for five of those on board to row to land. The others decided to remain on the vessel until calm weather, but later in the day, under the beating of thunderous waves, the steamer began to go to pieces and it became necessary for them to leave in one of the ship's boats. When the twelve men were about half way to the shore a great wave swamped their craft and the only one to escape death in the turbulent waters was Captain Pride of the Lunenburg, who clung to the boat until rescued.

REMOVED BY PRESIDENT.

Land Office Official Accused of Connection With Frauds.

Washington, Dec. 5.—President Roosevelt has removed from office James C. Pettijohn, registrar of the land office at Valentine, Neb., for participation in alleged land frauds in that state and has demanded the immediate resignation of the receiver, Albert L. Towle. The office for the present will be in charge of a special agent of the general land office.

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