

SCHOOLS AND THE VACATION

While denying extreme statements attributed to him, Dr. P. P. Claxton, United States commissioner of education today reiterated his belief in continued school activity of some kind in summer months for most children.

"The schools should provide some kind of instruction for the children through what is now, in most cities, a long wasteful vacation," declares Dr. Claxton. He points out that school takes at most 900 hours a year out of 5,110 waking hours—assuming 10 hours for sleep for children every night; the average child spends about 600 hours in school and the remaining 4,510 waking hours out of school. Dr. Claxton suggests that summer work last not longer than four hours—from 7 or 8 o'clock to 11 or 12 o'clock in the forenoon.

According to Dr. Claxton the school of the future, both in summer and winter, will give less time to intensive school study of the ordinary type—probably about 3 hours; and 4 or 5 hours to productive work supervised by the school, done in shops, outdoor gardens, or in the home.

"With this kind of an organization it would be easy for children to do ordinary school work 3 hours a day, 6 days in the week, through 11 calendar months in the year, and at the same time contribute largely to their own support by well-directed productive educational work, either at home or in the school, thus making it possible for the great majority of children to remain in school throughout the high school period.

"The cost of adding the three months of school would be comparatively little. There would be no cost for fuel, the cost of attendance would be less, and the additional cost for teachers would not be in proportion to the number of days added. What

ever may be the terms of the contract, teachers are in fact employed by the year. Comparatively few of them use the vacation months in any profitable way. An average addition to the annual salary of city school teachers would require a total of less than \$10,000,000, or about 3 per cent of the total annual cost of the schools. For most teachers the additional months would not be a hardship, especially if the school days were shortened. Certainly this is true if teachers could be relieved of a large amount of the unnecessary bookkeeping, report making, and examination reading with which they are now burdened."

NORTH DAKOTA HAS SURPRISING INCREASE

As an indication of the advance of the state along diversified agricultural lines, a study of the number of hogs sold from North Dakota is illuminating. The records of sales of North Dakota hogs as kept at the South St. Paul market, shows that for seventeen years ending December 31st, 1912, the average annual sales were 44,143.

Compare this with the sales for the year 1912 which amounted to 60,830, and it will be seen that last year saw a remarkably large number of hogs raised in this state and increase of over three to one. These figures are authentic and are filed with the North Dakota Federation of Commercial club's officials at Grand Forks.

It is interesting to note that although South Dakota was more fully settled at a much earlier date than North Dakota still our state leads in the number of hogs sold to South St. Paul in the past 18 years. In that time South Dakota sold 843,645 and North Dakota 913,462.

Toll Debate was a Victory for Wilson

(Continued from page one.)
galleries were filled to overflowing. Only 8 republicans joined the majority in support of the administration program, but it was conceded tonight by leaders of both sides that many republicans who voted against the preliminary administration plans, would vote eventually for the repeal.

Argument of Underwood.
Washington, March 27.—Representative Underwood, of Alabama, democratic floor leader in the House of Representatives today delivered his speech against repealing the Panama tolls exemption, as urged by President Wilson. The scene of the leader of the House majority, who had led the successful fight for practically all the administration measures, combating the position of the President, attracted wide attention. Mr. Underwood urged defeat of the Sims bill which followed President Wilson's recommendation for the repeal of the tolls exemption. He declared the repeal was contrary to the platform of the Democratic party adopted at the Baltimore convention, and that an exemption favoring American coastwise ships did not violate the Hay-Pauncefote treaty.

"Not for one moment do I believe we have violated a treaty" declared Mr. Underwood. "Our whole difficulty arises from the un-American spirit of surrender that some of our own people have exhibited toward this important question from the very beginning.

"Can any one tell us plainly who we surrender and what is to be accomplished by it? Are we to yield merely because the sentiment of Europe is against us? When has the sentiment of Europe ever been with us about matters of moment? When will the time come when we can expect to maintain and preserve our rights, political and commercial, with the acquiescent sympathy of European governments?"

Mr. Underwood quoted the tolls exemption plank from the Baltimore platform, and continuing said: "There can be no contention as to the meaning of this language. No one can raise the issue that the bill now pending before the House introduced by the gentleman from Tennessee (Mr. Sims) is not in direct conflict with the declaration of the Democratic platform. Personally I believe that the party pledge should be lived up to in good faith by those who claim allegiance to party principles, but as there are many here who differ with me in reference to the binding effect of a party platform I will not at this time endeavor to discuss the pending bill from that standpoint.

"Let us resolve the issue into the question as to whether the platform of the Democratic party favoring exemption of tolls of American ships engaged in coastwise trade passing through the Panama Canal is best for the nation and the people of our country, or whether the gentleman from Tennessee in the bill now pending before the House repudiating the declaration of the Democratic party is proposing legislation that will be most beneficial to our nation and our people."

Representative Underwood quoted figures to show that the cost of maintenance of the canal and interest on the government's investment could be met easily without charging American vessels tolls and by charging foreign vessels a "fair and reasonable" toll. He compared the tolls charged by the British at the Suez canal with the proposed Panama tolls.

"The purpose of Congress," said he, "in providing in the act for the opening, maintenance, protection and operation of the canal 'that no tolls shall be levied upon vessels engaged in the coastwise trade of the United States,' and providing further that it should be left discretionary with the President of the United States to exempt from tolls our ships engaged in foreign trade, was an effort on the part of Congress to discriminate in favor of American shipping and to re-

establish our merchant marine. This has been a policy of the Democratic party since the beginning of the government. The Democratic party has never stood for direct subsidies but has always favored subventions and discriminations in favor of our shipping.

"It was through discriminating tariff duties that our merchant marine was developed in the first three decades of our government's existence. The Democratic tariff law that is now on the statute books carries in it a discrimination amounting to a reduction of five per cent of the duties on goods imported in American ships.

"If we have built the canal for the benefit of an American merchant marine and not for the practical exclusive use of foreign shipping, we must adopt a policy of discrimination in favor of American ships, or we must in the end pay indirect subsidies to enable our ships to compete with ships of foreign nations. The subsidies and discriminations that Europe governments have given to their shipping interests have practically driven American ships from the sea."

"For the reasons given I believe that the Democratic party was both wise and patriotic when it announced a policy in favor of discriminating in favor of coastwise ships going through the Panama Canal and that there is no reason at this time why we should abandon a solemn promise made to the American people in one of the most important planks in our party platform.

"But we are told that we are violating a solemn treaty made with another nation and in good faith that we should abandon the canal to foreign rivals without contest or dispute in order that we may keep our standing in the family of nations.

"Not for one moment do I believe that we have violated a treaty right and not for one moment do I believe that the English government honestly contends that we have violated a treaty right. Our whole difficulty in the matter arises from the un-American spirit of surrender that some of our own people have exhibited toward this important question from the very beginning.

"If the Congress had unanimously passed the canal tolls bill two years ago, I do not believe that the question would have been raised that we do not have the right to exempt American ships from the payment of tolls when we charge foreign ships a fair and equitable rate for their passage through the canal. Great Britain charges \$1.30 for the passage through a canal that cost only one-third of what it cost us to build the Panama Canal and our tolls charge is only \$1.20 net per ton.

"It seems to me clear that it does not lie within the mouth of Great Britain or any foreign nation to complain that we have not given them a fair and equitable treatment in the tolls that we have charged for the passage of their ships through the canal.

"There is a more serious question involved in the passage of this bill. The right to discriminate in favor of our ships, the opportunity to encourage our shipping and to increase our commerce are matters of vital importance, but they pale into insignificance when compared with the attack on the sovereignty of our country in the Canal Zone.

"The power to build the Canal, under our Constitution rests in the power of the United States. We built the Canal primarily as an addition to our war power as it permits the quicker transfer of our naval forces from one ocean to another. Its inland lake provides a harbor of refuge in which our navy can rendezvous, and as occasion offers, strike either ocean.

"The advocates of Great Britain take the position that we are forbidden to discriminate in favor of our own vessels of commerce, and as vessels of commerce and war and named together, how long will it be before the same advocates of the British Contention will advise us that we cannot discriminate in favor of our own war vessels.

"The contention of those advocating the British claim seems almost absurd when we recognize that if we admit them for vessels of commerce the same reasoning will require us to admit them for vessels of war. To do so would convert the Canal in time of war into a liability instead of an asset. Of course we made no such contract. We give to all nations observing certain rules adopted by us certain privileges in the Canal. That did not mean that we proposed to build a Canal at our own expense and then surrender its sovereignty to all other nations.

"There is no word in the treaties that even by implication denies our right to give free tolls to our vessels in any trade, and the day will yet come when we will free our vessels from tolls in the foreign trade. But we have yet to consider the most serious surrender that the advocates of the British Contention desire to make, that is, to make the admission that we are not sovereign in the Canal Zone.

"By your vote you are asked to ratify for all time to come the British desire that we surrender sovereignty of the Canal Zone and admit that it is an international waterway in which we have no rights that are not possessed by 11 other nations.

"Our government's status on the Canal Zone was established and fixed by a treaty made with the Republic of Panama subsequent to the making of the Hay-Pauncefote treaty. Great Britain remained silent after the publications of this treaty and allowed us to build the Canal under it, and she is estopped now to deny the right we acquired under this treaty with Panama.

reader and what is to be accomplished by it?

"Are we to yield merely because the sentiment of Europe is against us? When has the sentiment of Europe ever been with us about matters of moment?"

"Was Europe with us when we protested against the British government taxing us without representation in the Parliament? Did Europe sympathize with us when we protested against the unlawful seizures and search of vessels in the second decade of the last century?"

"When will the time ever come, when we can expect to maintain and preserve our rights, political and commercial, with the acquiescent sympathy of European governments?"

REINDEER IN ALASKA ARE NOT DIMINISHING

Officials of the Alaska division, bureau of education, gave emphatic denial to a recently published statement that the reindeer in Alaska are "deteriorating and diminishing." They declare that, on the contrary, the Alaskan reindeer are constantly increasing in number and that there has been no deterioration.

The recently completed tabulation of the returns contained in the annual reports of the superintendents of the herds shows that there were, June 30, 1913, 47,266 reindeer in the 62 Alaskan herds, or a net increase of 23 per cent during the fiscal year. This is considered a fair rate of increase, especially since nearly 5,000 reindeer were killed for food and skins during the year. Only 3,253 of the reindeer are owned by the government; 5,047 are owned by missions; 7,934 by Lapps, and the remaining 30,932 are owned by 757 Eskimos and Indians, whose income from the reindeer industry during the fiscal year was \$66,966. The reindeer belonging to these natives have an estimated value of \$763,309. The government is planning to go out of the reindeer business as fast as it can train natives for individual ownership, the policy being to encourage independence and initiative among the native population.

Distribution of reindeer is in charge of the United States school teachers, and it is expected that the government will dispose of all its reindeer within the next four years.

Discussing the statement that the Alaskan reindeer are growing smaller because of inbreeding, Mr. W. T. Loop, chief of the Alaska division, maintains that the reindeer now in Alaska are larger animals than those which comprised the original stock imported from Siberia. Mr. Loop states: "Alaska affords a better range than Siberia. The climate is better. The herd average more than 700 reindeer each, so that the danger of inbreeding can not be serious. Necessarily there is more inbreeding among the scattered bands of wild caribou. On the other hand, since the caribou are larger than the reindeer, their mixture with a number of our reindeer herds seems to have improved the size. At the same time it has been noticed that the introduction of wild blood makes herding more difficult.

"Pasturage is good in most parts of western and northern Alaska, but a few reindeer herds are kept in the windswept regions along the northwest coast, where the winter most frequently becomes coated with ice from alternate freezing and thawing. This prevents the herd from securing proper food, and results in undersized deer. Mosquitoes are also a cause of stunted growth. Herds at some distance from the coast need to be kept well up on the mountain slopes to avoid the mosquito pests.

"The greatest immediate menace to the welfare of the reindeer lies in the tundra fire, started in the region of the minor camps. There is plenty of grass and forage for the deer in summer, but in winter it is the tundra moss that furnishes forage, and to destroy it is to deal a body blow to one of Alaska's most promising industries."

GENERAL GREELY 70 YEARS OLD.
Washington, D. C., March 27.—As vigorous and active as many men of half his age, Maj. Gen. Adolphus Greely, famous as a soldier and Arctic explorer, reached the seventieth milestone of his life's journey today. Since his retirement from active service six years ago Gen. Greely has made his residence in this city. Much of his time, however, has been spent abroad, where he has interested himself in

the study of aviation, military affairs and geography and kindred sciences. Gen. Greely is a native of Newburyport, Mass., where he was born March 27, 1844. He served in the Union army from 1861 to 1865 and was the first man who entered the civil war as a private soldier to attain the rank of brigadier general in the regular service.

More than thirty years ago Gen. Greely attracted world-wide attention by a polar expedition, of which he was the chief. This expedition sailed northward in 1881. It contained twenty-five members, of whom only seven came back. Two relief expeditions failed to find the Greely party, and when finally rescued by the third expedition, sent under command of Capt. Winfield Scott Schley, the survivors of the party were nearly crazed with hunger.

Prior to going to the Arctic region Gen. Greely was an officer of the signal corps and had built thousands of miles of military telegraph lines in Texas and the southwest. In 1886 he was made the head of the signal corps and had built thousands of miles of military telegraph lines in Texas and the southwest. In 1886 he was made the head of the signal corps which at that time also included the weather bureau. During the war with Spain he built telegraph lines and cables in Cuba and the Philippines and later in Alaska and China.

One Cent Rate on Soo

(Continued from Page 1.)

The action of the Soo Line probably means the adoption of a similar rate by the other railroads in the state.

The club officials also declared that this is the first time the railroads have done anything to assist in North Dakota immigration. Heretofore, the people have been carried through the state to Washington, Oregon and other western states.

When the Soo announced its special one-cent rate, the other railroads filed a complaint with the interstate commerce commission in an attempt to prevent the company putting them into effect. The interstate commerce commission held, however, that the Soo could establish such a rate.

The action of the Soo Line probably means the adoption of a similar rate by the other railroads in the state.

Boy Wanted:

In every town to sell the St. Paul Sunday Pioneer Press; the best Sunday newspaper in the Northwest. Splendid inducements to right boy. Reference required. Liberal supply of sample copies and full particulars upon request. Address
Circulation Department
St. Paul Sunday Pioneer Press
ST. PAUL, MINN.

John Dawson & Son

Square Deal

GROCERY

A CLEAN STORE.

Personal service to each customer's wishes with the same care in order filling that we would use to supply our own table, is another reason for our fast growing trade. The store (it's smaller, you remember) is kept clean, sanitary and attractive. People like that. Food tastes better, and you enjoy buying it from a clean store.

Then, here a sale is never completed until the customer has used his groceries and is satisfied. We have a peculiar distinctive service here. You will like it. Come and see.
208 Sixth St Phone 198

The American Adding Machine
The Latest Adder
Costs But \$35
See Our Exhibit
Ask For 10 days' trial



Here is a new price on a complete Adder. On a machine that is rapid, full-sized and reliable. The very latest machine, built by men who know, in one of the largest metal-working shops. It is an individual Adder, to be placed on one's desk, close to one's books and papers. To take the place of the central machine requiring skilled operators. It is also intended for offices and stores where costly machines are a luxury. The price is due to utter simplicity, and to our enormous output. Seven keys do all the work. Each copied number is shown up for checking before the addition is made. The machine will add, subtract and multiply. With very slight practice anyone can compute a hundred figures a minute and the machine never makes mistakes. Countless offices, large and small, are getting from these machines the highest class of service.

Now we make this offer so that offices everywhere may learn what this machine means to them. We will gladly place in any office one American adder for a ten days' test. There will be no obligation, and charges will be prepaid. Compare it with any non-letter even the costliest. Let anyone use it. See if any machine can serve better than this. Just send us this coupon and we'll send the machine.

J. B. FREDERICKS, MANDAN, N. D.
Please send us an American Adding Machine for ten days' free trial.
Name
Street Address
City
State

Manufactured and Guaranteed by
AMERICAN CAN COMPANY, CHICAGO
J. B. FREDERICKS, MANDAN, NORTH DAKOTA
Local Agent

Every Need Met In
Allsteel
Office Furniture



From a single card drawer or letter file to a complete equipment for a large institution. The ALLSTEEL line includes everything for every filing need. All ready NOW. No waiting. No necessity for having equipment "made to order." Tell us your needs and we will supply you without delay.

Utmost Capacity and Protection
ALLSTEEL equipment takes up least room on your floor. Its perfect construction gives you a 300-sheet greater capacity per drawer. Its well-wrought walls of finest steel can't shrink or swell. Your papers are always protected against fire, climate, rodents, dust and sneak-thieves.

All in handy units that can be added to or re-arranged at will. All inter-membering. Your records kept all together. No running from file to file.

Tell Us Your Filing Needs
This is the most complete line of standard steel equipment in the country including ALLSTEEL desks and ALLSTEEL safes. Finished in a beautiful olive green or to resemble rich mahogany or oak. Write for our free catalog. Or, better still, call and see the complete line in our display room.

Bismarck Tribune Company



ALLSTEEL Installation Studebaker Bldg., South Bend, Ind.

"CASCARETS" CLEANSE LIVER AND BOWELS

FEEL BULLY! NO HEADACHE, SOUR STOMACH, BAD BREATH, CONSTIPATION.

Get 10-cent box now. Are you keeping your liver, stomach and bowels clean, pure and fresh with Cascarets—our merely forcing a passage every few days with salts, cathartics, pills or castor oil? This is important. Cascarets, a gentle, cleanse the stomach, remove the sour, indigestible and fermenting food and foul gases, take the excess bile from the liver and carry out of the system the constipated waste matter and poison in the bowels.

No odds how sick, headache, bilious and constipated you feel, a Cascaret tonight will straighten you out by morning. They work while you sleep. A 10-cent box from your druggist will keep your head clear, stomach sweet and your liver and bowels regular for months. Don't forget the children—their little insides need a gentle cleansing, too.—Advt.

BROWN & JONES

"The Most of the Best For the Least"

New Potatoes

It is a little early for New Potatoes in North Dakota, as snow drifts make very poor soil for them to grow in. Nevertheless, owing to our progressiveness, we have succeeded in procuring some very fine, new "spuds" that we are selling (considering the season of the year) at the very remarkable low price of

- 10c per lb
- Leaf Lettuce, each... 5c
- Radishes, 2 bunches... 15c
- 4 for... 25c
- Green Onions... 10c
- 2 for... 15c
- Parsley, per bunch... 5c
- Cucumbers, large green, each... 20c
- Tomatoes, per lb... 20c
- Celery, per stalk 10c & 15c
- Extra Fancy Winesaps, Ben Davis and York Imperial Apples
- Large Grape fruit, ea. 15c
- 2 for... 25c
- Oranges, per doz... 25c, 35c, 45c

Fresh Cream

114 Fourth St. Phone 34

Have You a Room To Rent?

THE FIRST THING ANY PERSON DOES WHO WANTS A ROOM IS TO PICK UP A TRIBUNE. MORE THAN THREE-FOURTHS OF THE LANDLADIES IN BISMARCK FIRST GOT ACQUAINTED WITH THEIR ROOMERS THROUGH THESE WANT COLUMNS. SEND IN YOUR WANT AD NOW TO BE SURE YOU GET THE MOST DESIRABLE ROOMERS TO BE HAD.

A Few Pennies Pays the Cost Results Are Quick and Sure

ASK FOR THE WANT AD DEPARTMENT