

THE EVENING TIMES

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SUBSCRIPTION RATES

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THIS DATE IN HISTORY

- 1095—London bridge carried away by a flood. 1542—Catherine Howard, fifth wife of Henry VIII., beheaded. 1660—Charles X. of Sweden, died. Born Nov. 8, 1622. 1698—William, Prince of Orange, proclaimed king of England. 1728—Cotton Mather died. Born Feb. 12, 1663. 1781—Jeremiah Everts, founder of American Board of Commissioners for Foreign Missions, born. 1789—Ethan Allen died. 1819—Bill introduced in congress for admission of Missouri. 1824—Sir George Jessel, first Jewish judge in England, born. 1843—Commodore Isaac Hull died. Born March 9, 1773. 1865—Italian state dinner to Admiral Farragut at Florence. 1871—New French assembly met at Bordeaux. 1878—Fernando Wood, ex-mayor of New York, died. 1883—Richard Wagner died. 1887—Right Rev. W. Mercer Green, Protestant Episcopal bishop of Mississippi, died. 1889—U. S. senate rejected British extradition treaty. 1890—Oklahoma Territory bill passed by the senate. 1891—Admiral David D. Porter died. Born June 8, 1813. 1893—Gladstone introduced Home Rule bill in the House of Commons. 1905—Great blizzard in Northwest.

Sentiment to be inculcated. Let reverence of law be breathed by every mother to the lisping babe that prattles in her lap; let it be taught in the schools, seminaries and colleges; let it be written in primers, spelling books and almanacs; let it be preached from pulpits and proclaimed in legislative halls and enforced in courts of justice; in short, let it become the political religion of the nation.—Abraham Lincoln.

WHAT ARE YOU GOING TO DO?

The unprecedented success with which the Golden Grain Biscuit company has met may be accepted as a positive proof that what The Evening Times has always contended for in the way of many factories in the city, especially those which utilize the grain products of the Northwest. This concern was started in a small way and is now a well established and good paying institution. Everything made from flour, as well as a large number of the side lines, such as barley, rye and similar products, is manufactured. These things, however, only point a moral. There should be ten times as much of this class of enterprises in the city as there is. It is not the policy of The Evening Times to reduce the profitability of enterprises already established in the city, or for that matter in the state, by encouraging competition in a limited field. But it believes that in many fields partially occupied there is room for many others made possible by the simple process of enlarging the field of consumption. In the case of the Golden Grain Biscuit company they are hardly able to fill their orders with a force working both day and night, and their field is limited to the northern portions of North Dakota and Minnesota. They are able to make a grade of goods that sell on their merits to any one. If they can do this in the territory they cover, why could they not go into other sections and do the same thing? There is but an answer possible. They are unable to manufacture enough goods to supply the trade. The commercial religion of The Evening Times is that factories sufficiently large to meet such requirements should be had either by enlarging those already here or by creating additional ones. The facilities for this line of manufacturing are more available here than in any other part of the country. This is not true of course, of many things, such for instance, as steel or cotton or leather. But in bread stuffs it is certainly the "bread basket of the world," but unfortunately the dough is mixed and the bread baked elsewhere. The advantages of this one line of manufacturing are again well illustrated by the biscuit company. In the mechanical department this concern employs fifty-five people. Not all of them are heads of families, but if they were on the basis of five persons to each family as the late government census showed was the average family there would be one hundred seventy-five people added to the population of

the city. There would be fifty-five families to house, and five times that many to feed and clothe. It probably means the paying out of \$55,000 cash during the year in salaries, and this money circulates at home—among the merchants, the butchers, the grocers, the farmers and the ministers.

That this money is an advantage to the community, and that it makes more business than it would if it were circulated at Minneapolis or Chicago is an elementary proposition. What would be the beneficial results if this were increased ten fold? Instead of fifty-five families there would be five hundred fifty; instead of one hundred seventy-five people there would be seventeen hundred fifty; instead of \$55,000 being paid out in a year there would be \$550,000—more than half a million.

These are the things that make a city great and give it commercial importance. There is more energy stored up in the people of this city than in the same number anywhere else in the world. It is that conservative though aggressive business energy which once enlisted, never weakens, and it is just what is necessary to make business enterprises go. All that is lacking is a unity of action and the enlistment of those who are not only financially able to back anything the city needs, but who are willing to aid with their ability and their enthusiasm. Let the first step towards 40,000 population be taken at an early day by pushing some one of the score of enterprises that could be successfully carried out in this city.

OPPORTUNITIES FOR SMALL FARMING.

It is beginning to dawn on the man in moderate circumstances that North Dakota is the best place for him on the earth. The state has to some extent been injured by the advertisements of great farms, equal to an English estate that have been sent out. They have created the impression that all the farming was on the same gigantic scale, and that the man who could only hope to own a small tract of land would have no more show of doing business than a man without money would have of operating in Wall Street. There are places where a man may by investing in a few acres, get a larger return than he can bear if the marketing is not considered. With ten acres devoted to truck farming in the south a small fortune could be realized in a few years if the products could be put into the market without loss or damage. This, however, is impossible. The vegetables which must necessarily be raised are all of a perishable character, and to realize good prices they must be gotten into market in prime condition. This means that they must be rushed for only a short time intervenes between maturity and consumption. Rapid transportation means high freight rates and cold storage facilities. These eat up the profit on the crop. The grower cannot store his crop in bins and wait his convenience for marketing. He must market at maturity or not at all. It is therefore evident that the only way to successfully engage in this work is to do so on a scale large enough to put the grower in control of shipping facilities, so that he may ship in large quantities and without waiting for a part of the consignment to ripen while the other part is injured by over-ripening. For this reason the small grower is practically shut out of the business in the south. The same conditions are true in the fruit growing regions, except that the long wait for trees to reach the fruit-producing stage will send the average man to the poor house by fast freight. In North Dakota he can turn every day in the year into money as a laborer, and on a small farm, the cash payment of which is no more than the cost of his ten or twenty acres in a cool's paradise, he can raise a crop which he can store in bins and, like most all wine, it becomes better with age. He suffers no loss from the perishable character of his crop and it commands a cash market every day in the year. There is no better place in the world for the man of small means than North Dakota.

The Singer of One Song. He sang one song and died—no more but that: A single song and carelessly complete, He would not sing and through his chance-grown wheat, Nor bring his wild truth to the common view. To store the acid fountains, thin and flat, Squeezed from the press or trodden under feet, A few snow beads, blood red and honey sweet, Oozed from the grade, which burst and splashed in fat. But time, who soonest drops the heaviest things, That weight his pack, will carry diamonds long. So through the poets' orchestra, which weaves One music from a thousand stops and strings, Pierces the note of that immortal song: "High over all the lonely rustic graves."—Henry Augustin Beers.

An Encounter. Who cares for the burden, the night and the rain, And the steep, long, lonesome road, When at last through the darkness a light shines plain, When a voice calls hail, and a friend draws rein, With an arm for the stubborn loiterer? Though his way lie over the prairie's green, And mine up the sunrise hill, Though no more in my path may his light be seen, And I never may travel the leagues between, His succor aids me still. For life is the chance of a friend or foe, This side of the journey's goal, Though the world be a desert the long night through, Yet the key flowers bloom and the sky grows blue, When a soul salutes a soul.—Harriet Monroe in Feb. Everybody's.

NOTE AND COMMENT

Sarles is getting much larger—the town. A black eye is a sign of recently acquired wisdom. It is an easy matter to save the money you never had. When a professional gossip prays she keeps her fingers crossed. The fellow who says it's a blessing to be poor has never been there. It is hard to hurt the feelings of the man who is trying to work you. If trouble were bought in the market it would probably be adulterated. The Indian who wanted that receipt has been found in several places. Some people are extremely generous when it comes to leaving work to others. Many of the drink cures contain morphine, and the drunkards refuse to take them. The Jamestown Capitol has raised the limit. It had a party story in original verse. The aftermath of a social gathering usually has its origin in the cold souls consumed. Conan Doyle was defeated for parliament. Fact and fiction did not get on the same trolley. Many people would support Marshall's alcohol bill if it left the stuff so it could be drank. Steffuss says Rogers is the victim of the "system." A great many people are trying to become victims. Men are not influenced by the food they eat. If they were cannibals who eat missionaries would be Christians. The Mirror says patent medicine advertisements make the readers sick. Don't know about that, but the medicine does. A number of state corporations are voluntarily forfeiting their charter. Bangs is trying have one do it involuntarily.

STORIES OF THE HOUR

A Pair of Them. A prominent railroad man repeats with great enjoyment a story that he had from a conductor on one of the limited trains between New York and the west. It appears that a dapper chap in the first chair car had managed to become unusually friendly with an attractive young woman in an adjoining seat. When the train pulled into Buffalo the man, in taking leave of the fair one, remarked: "Do you know, I must thank you for an awfully, awfully pleasant time, but I'm afraid you wouldn't have been so nice to me had you known that I was a married man." "Oh, as to that," quickly and pleasantly responded the charming young woman, "you haven't the least advantage of me. I am an escaped lunatic."

His Most Important Work.

A reporter recently took a journey of considerable length for the purpose of interviewing a rising literary light as to his novel. On reaching the house he discovered the author seated in his garden, engaged in earnest conversation with a little boy who had a large towel pinned round his neck. The author received his visitor cordially, but seemed rather absent-minded. "Are you willing to tell me a little about your next important work," asked the reporter. The literary man clicked a pair of shears and patted the boy on the shoulder. "We were just talking about it as you came up," he said. "Willie thinks I ought to do it with a bowl, but I think I can do it without. What would you advise. You see, his mother has always cut it before, but she's away just now."

Intricacies of the Language.

A story which illustrates the difficulties that foreigners encounter in endeavoring to master the English language, is told of a Frenchman who was a guest at the English Alpine club. This Frenchman said enthusiastically to a red-faced, stout Englishman, with calves as big as barrels: "Ah, you have climbed ze Matterhorn? It is a foot to be proud of." "Pardon me," the Englishman returned, "You don't mean foot. You mean feat." "Ah," said the Frenchman, "you have climb her more zan once, hein?"

Attending to Business.

A lunatic asylum keeper in an eastern watering place not far from Newport, R. I., was showing the regulation inquisitive visitor about the plant. A large room with about 20 cots was reached but the place seemed empty. "This is where the crazy chauffeurs are kept," said the keeper. "Oh, is it," asked the visitor. "But where are they?" The guide replied: "Well, you can't see 'em. They're all under the beds examining the springs."

An Appropriate Place.

A woman once told Lord Palmerston that her maid, who had been with her in the Isle of Wight, objected to going thither again because the climate was not "embracing" enough. "What am I to do with such a woman?" she asked. "You had better take her to the Isle of Man next time," said Lord Palmerston.

The president of the National Federation of Women's Clubs has proven that Grover Cleveland's statement that the shortage in the baby crop was due to the women's clubs, is false.

Senator LaFollette is happy. He has introduced a bill prohibiting passes.

Washington Letter. Washington, D. C., Feb. 13.—Representative "Pete" Hepburn has been riding around in a cab ever since the rate bill that bears his name passed the house. It was a decided victory, and not an unexpected one. But the real fight on the bill is still to come. The senate committee that is now considering the measure is divided, and though there may be a unanimous report on the bill to the senate, it does not now look as if there would be. Of course the air is full of rumors. You can hear anything you want to on either side. It is reported that the senate is ready to lay down and report the bill in just the condition it came from the house. It is said, with equal appearance of authority, that the senate will report an entirely different bill. It is said that the senate will honestly try to arrange a compromise measure that the conferees can agree on, and it is said again—most sinister rumor of all, that the enemies of the bill see their chance for a prolonged fight and will throw the measure back on the house amended in such shape that there will be a session-long fight over it, with the probabilities against there being any legislation worth a name this session. The Hepburn bill is far from what the railroads want, but it is not quite as bad as they feared. The way an impartial outsider looks at it was illustrated very well today in the comment of Ray Standard Baker, the magazine writer, who certainly has no great love for corporations of any sort and who has been devoting all his time lately to an arraignment of the railroads based on testimony gathered from official sources. He was at the Interstate commerce commission today, looking up more evidence on which to continue his campaign. When asked what he thought of the Hepburn bill in the shape it finally got through the house, he said: "I think personally, that it is a good measure. It has some faults and I do not think it goes far enough. But it goes in the right direction. I believe it is going to pass the senate, and it certainly ought to." Of course this is the opinion of only one man, and he is a radical. But it is the expression of a man who has spent much time in the study of railroads, and one who has no particular axe to grind. So as an opinion it ought to be worth something.

There is an increasingly bitter fight on the details of the Panama canal bill. Mr. Patterson has moved to strike out the provision abrogating the eight hour law on the Isthmus. Such a motion furnished the very opportunity that the enemies of the canal want, a fight for time and delay. No one who knows anything about conditions on the Isthmus imagines for a minute that the abrogation of the eight hour law there would have the slightest effect on the labor situation in the United States. Whether the canal is built by the contract or by the commission directly, the labor will not be American. American laborers will not go to the Isthmus, and could not work there as they do in the states if they went. But the opposition to any sort of a canal, and it is a strong opposition, is willing to make use of the labor demagogue or anything else it can get hold of to hurry the measure and add embarrassment, delay and expense to the undertaking. There has as yet been no vote taken on this feature of the measure, and the object of the opposition will simply be to delay a vote as long as possible.

The prospect of trouble with China is again commanding attention. There is no question that the outbreak there is more serious than had previously been supposed. Advisers to the state department show a very bad state of affairs, and the military establishment in the Philippines is being made ready for any eventualities. There is a light cruiser squadron that can be placed off the China coast in short order, and if necessary troops can be transported and landed with little delay. It is not thought that matters will reach this acute stage, but the government is quite prepared for them if they do. The Chinese government continues polite and conciliating, as usual, but there is small question that the outbreak is anti-American rather than anti-foreign, and that it is being fostered by the other foreign elements, the Japanese, the British and the Germans in the order named, who see a menace in the constantly growing trade of this country with China, and a serious strategic menace in our position in the Philippines.

Now that the secretary of the navy finds how drastic the mandatory dismissal law for haziers at Annapolis is, and how ft the law is really enforced it will result in cleaning out practically all of the midshipmen except the fourth classmen, who have nobody to haze, he is weakening on the law and wants it repealed. There is no question but that the mandatory dismissal law is a mistake. It makes no distinction between the various degrees of hazing, and promises to rob the academy of most of the upper classmen. When one considers that the education of a cadet costs the government about \$20,000 this is no small matter financially, it is just nothing of the inconvenience it would cause the service to be deprived of the bulk of three classes just at a time when it wants naval officers badly. So the secretary is now consulting with a number of members in congress with a view to getting the present law repealed, and it is just possible that the president may be urged to grant pardons to the eight cadets who have already been dismissed, though there is a question whether, under the law, even he could reinstate them.

POSTOFFICE REPORT.

Washington, Feb. 13.—A statement issued by the postoffice department shows the gross receipts of the fifty largest postoffices in the United States for January, 1906, were \$7,118,839 as against \$6,260,350 for January, 1905, nearly 14 per cent increase. The only decrease was at Peoria, Ill., one and one-fourth per cent. Atlanta, Ga., showed the largest gain, nearly 37 per cent. New York's receipts were \$1,490,327 and Chicago \$1,098,415.

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Table with columns for Train No., Arrives, and Departs, listing various routes and times.

Advertisement for The Northwestern Limited, featuring a bear illustration and text: 'The Northwest Limited Finest Train to Chicago. Not only ONE car, but every car in the train is new. Sleeping cars of new designs, with larger berths and more comforts and conveniences, not only the sleeping cars, but chair cars and coaches are more strongly built, having heavy steel frame re-enforced with steel girders in such a way as to secure a strength to stand any emergency. Besides the "NORTH-WESTERN LINE" is protected the entire distance from Minneapolis and St. Paul to Chicago by the Block Signal System, the best known device for the safe handling of trains. Try the NEW NORTH-WESTERN LIMITED on your next trip to Chicago and be convinced of its superiority. TICKET OFFICES: 600 Nicollet Ave. Minneapolis, 369 Robert St. (Ryan Hotel) St. Paul.

Advertisement for Smith Premier Typewriters: 'SMITH PREMIER TYPEWRITERS. APPEAL TO YOUR SENSE AND YOUR SENSES. The Smith Premier is the most silent typewriter on the market. The action is quiet, no shift key. Endorsed by mechanical experts. THE SMITH PREMIER TYPEWRITER CO. SYRACUSE, N. Y. Branch Stores Everywhere. 325 Hennepin Ave., Minneapolis.

Advertisement for Money to Loan: 'Money to Loan. At Lowest Rates Upon North Dakota Farms. Local Agents Wanted. Partial Payments Permitted. GEORGE B. CLIFFORD & CO. GRAND FORKS, N. D.

Advertisement for FARM LOANS: 'FARM LOANS. Unlimited Funds For Loans on Good Farms at Lowest Rate of Interest and With On or Before Privileges. CALL OR WRITE DAVID H. BEECHER, Union National Bank Building, Grand Forks, N. D.