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TUESDAY EVENING, DECEMBER 11, 1906.



Sentiment to be Incutted.

"Let reverence of law be breathed by every mother to the lisping babe that practices 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 be the political religion of the nation."
—Abraham Lincoln.

THE CAR SHORTAGE.

If the present deplorable car shortage in the northwest were something new in the history of the country, there might be some ground for grave fears as to the future of the wheat growers of the state. But a reference to old newspaper files of twenty years ago shows that there was then the same scarcity of cars and the same inability to move the crops that is so much discussed today. It is a condition which deserves careful consideration. But there is no need of converting it into a basis for demagoguery as is being done to some extent.

It is of course charged that the railroads own the people and the governments of the hard wheat producing states and that owning them, these common carriers are wilfully and intentionally neglecting to care for the grain which is offered to them as freight, and that because of this, the farmers are unable to market their crops and business is accordingly being ruined.

Measured by a common sense rule, this line of argument seems decidedly absurd. Railroads are built for the purpose of carrying the freight of their territories to its termination. The same people who are denouncing the railroads as negligent are also claiming that they are charging excessive freight rates for the handling of the wheat and other grains of the northwest. If the latter contention be true, it looks like the robber instinct would induce these roads to do all in their power to handle the freight offered in the form of grain. If the roads are making a high profit on this class of material, why should they not use their best efforts to get as much of the stuff over the rails as possible?

It might be urged that it makes no difference to the main lines engaged in carrying grains, as they control the situation and can haul the freight at the same prices at any time they may see proper.

Suppose this were true. Unless there were some side considerations, as a business proposition the roads would handle this class of freight now just as willingly as at any other time.

President Hill claims that the cause lies in the fact that the terminal elevators are not able to handle the grain as fast as the roads deliver it to them and that the cars are kept at the terminals for several days before they can be unloaded and are thus taken out of service. This may or may not be true. If the cars of any common carrier engaged in interstate commerce are intentionally kept idle

so that the shippers are injured thereby, it is certainly a matter within the power of the interstate commerce commission to remedy the evil, and Congressman Marshall, who is supposed to do things and who has taken upon himself the task of enforcing the remedy, should be able within a decidedly short time to show the grain shippers that the Great Northern, Northern Pacific and the Soo have been keeping the empties out of the wheat growing states for some sinister motive.

The Evening Times has called attention to the fact before that these car shortages occur in every part of the country which furnishes a large amount of outgoing freight at one time and comparatively little at other times. To properly handle the crops of the northwest as fast as they are delivered to the elevators in the fall and early winter would require ten times as much rolling stock as is required to handle the freight of the territory at any other time. The companies are either compelled to allow the car famine to occur every year in this country or build an enormous number of cars which would be used probably one-fourth of the time and lie idle three-fourths. They seem to have preferred the latter course and an annual car shortage results.

If the contention of President Hill is correct, the situation can be somewhat relieved by increasing the terminal facilities. But in the end it will be found that the farmers of the northwest will be compelled in time to build their own elevators, either on the farms or at the railroads, and store their grain until the roads are in condition to handle it. It will be found in the end that this will be a blessing in disguise. By storing their crops they will be far better able to control the supply and create prices which will justify the raising of wheat, and give them the profit on the same which their efforts deserve and the investment demands.

HOMESTEAD RESIDENCE.

In charging a jury during the recent term of the United States district court in this city, Judge Amidon laid down some law relative to the residence required by the homestead laws which, if heeded by the homesteaders, would prevent much of the trouble some of them are experiencing as the aftermaths of final proofs.

Judge Amidon distinguished between the shadow and the substance of residence; between technical and actual residence. It is supposed by many that acts unaccompanied by intent will establish and maintain residence. Nothing is farther from the idea of the law. Acts are merely evidences of the intention. It has been supposed that if a homesteader built a shack upon a claim, put in a stove and bed, and slept a few nights there, he was maintaining a residence. Such is not correct, however. He may do these things and still not have a residence. That is measured by his intent.

If when he did the act which was to constitute his establishment of resi-



A NEW PICTURE OF UPTON SINCLAIR.

The youthful author of "The Jungle," Upton Sinclair, who recently started a co-operative colony at Helicon Hall, near Englewood, N. J., has received a great deal of public notice of late. His first notoriety was gained a few years ago when he published a book purporting to be the actual diary of one Arthur Sterling, a poet who had failed to make his genius known to the world and finally, according to the "editor's" statement, jumped into the river. This book was fiction. "The Jungle," in which the horrors of Chicago meat packing houses are exposed, gave Mr. Sinclair a real reputation.

day contained the following significant editorial:
An exodus of gamblers from Grand Forks and East Grand Forks is promised early next year—when Mayor Haynes takes charge of the affairs of the city of Minneapolis.
Is it possible that the distinguished mayor is compelled to await the action of the Minneapolis executive in order to drive the gamblers out of Grand Forks? Come to think about it, is not that government at long range?

In many particulars the annual message of President Roosevelt was decidedly characteristic of the man. He dipped into the subject at hand without preamble or flourish and handled it without gloves. But when did Theodore Roosevelt ever say, write, or do anything that wasn't characteristic? He is sui generis—in a class by himself—and that partly explains why the American people are so fond of him.

The Evening Times has been charged with attempting to influence the appointments to be made by Governor Burke. This is not correct. The Evening Times cares not one whit, so far as the political effect upon the democratic party is concerned, who receives the leaves and fishes. But it is not willing to have the cry of reform in state affairs proclaimed from the house tops and then sit idle while the promises are swept away by the rush of the hungry for the pie counter, without letting the public know of the same. For this reason it desires to call attention to the fact that one of the newspapers of the state which claims to speak for the new governor has announced that in the event of Engerud resigning from the supreme bench, he would appoint Judge Lauder to that position. It will be remembered that Lauder is one of the rankest partisans in the state, and while anyone would be an improvement on Engerud, it is not doing much to "remove the judiciary from politics" to appoint a partisan like Lauder.

Mayor DuIs' Evening Press yesterday.

THE MESSAGE

(Continued From Page 1.)

tory. Prior to the American occupation the greatest trade for any one year was that of 1896, when it reached nearly twenty-three millions of dollars. Last year, therefore, there was double the trade that there was in the most prosperous year under the Spanish regime. There were 210,273 tons of sugar exported last year of the value of \$14,186,319; \$3,555,163 of tobacco, and 28,290,322 pounds of coffee of the value of \$3,481,102. Unfortunately, what used to be Porto Rico's prime crop—coffee—has not shared this prosperity. It has never recovered from the disaster of the hurricane, and moreover, the benefit of throwing open our market to it has not compensated for the loss inflicted by the closing of the markets abroad. I call your attention to the accompanying memorial on this subject, of the Board of Trade of San Juan, and I earnestly hope that some measure will be taken for the benefit of the excellent and high grade Porto Rican coffee.

In addition to delegations from the Board of Trade and Chamber of Commerce of San Juan, I also received delegations from the Porto Rican Federation of Labor, and from the Coffee Growers' Association.

There is a matter to which I wish to call your special attention, and that is the desirability of conferring full American citizenship upon the people of Porto Rico. I most earnestly hope that this will be done. I cannot see how any harm can possibly result

MR. HOTEL MAN

Write for sample and price on our special Hotel Blend Coffee. This should benefit you.

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from it, and it seems to me a matter of right and justice to the people of Porto Rico. They are loyal, they are glad to be under our flag, they are making rapid progress along the path of orderly liberty. Surely we should show our appreciation of them, our pride in what they have done, and our pleasure in extending recognition for what has thus been done, by granting them full American citizenship.

Under the wise administration of the present governor and council, marked progress has been made in the difficult matter of granting to the people of the island the largest measure of self-government that can with safety be given at the present time. It would have been a very serious mistake to have gone any faster than we have already gone in this direction. The Porto Ricans have complete and absolute autonomy in all their municipal governments, the only power over any kind results from it, and great benefit to the island, and it should certainly not be changed at this time. The machinery of the elections is administered entirely by the Porto Rican people themselves, the governor and council keeping only such supervision as is necessary in order to insure an orderly election. Any protest as to electoral frauds is settled in the courts. Here again it would not be safe to make any change in the present system. The elections this year were absolutely orderly, unaccompanied by any disturbance; and no protest has been made against the management of the elections, altho three contests are threatened where the majorities were very small and error was claimed; the contents of course, to be settled in the courts. In short, the governor and council are cooperating with all of the most enlightened and most patriotic of the people of Porto Rico in educating the citizens of the island in the principles of orderly liberty. They are providing a government based upon each citizen's self-respect, and the mutual respect of all citizens; that is, based upon a rigid observance of the principles of justice and honesty. It has not been easy to instill into the minds of people unaccustomed to the exercise of freedom, the two basic principles of our American system; the principle that the majority must rule and the principle that the minority has rights which must not be disregarded or trampled upon. Yet real progress has been made in having these principles accepted as elementary, as the foundations of successful self-government.

I transmit herewith the report of the governor of Porto Rico sent to the president through the secretary of state. All the insular governments should be placed in one bureau, either in the Department of War or the Department of State. It is a mistake not to arrange our handling of these islands at Washington, as to be able to take advantage of the experience gained in one, when dealing with the problems

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Grand Choice of 68 Garments:

\$ 5.00 and \$ 7.50 Coats for \$1.00

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This lot includes exactly 68 winter coats, made from all wool Kerseys, Cheviots and Meltons, browns, blacks, blues, tans, etc., nearly every garment satin lined throughout. The garments are twenty-seven, thirty and some thirty-six inches long.

The materials are thoroughly reliable and the workmanship is the best. It's a grand clean-up sale of Ladies' and Children's winter coats—but not more than two garments will be sold to any one person.

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them possessed by the insular governments, being that of removing corrupt or incompetent municipal officials. This power has never been exercised save on the clearest proof of corruption or of incompetence—such as to jeopardize the interests of the people of the island; and under such circumstances it has been fearlessly used to the immense benefit of the people. It is not a power with which it would be safe, for the sake of the island itself, to dispense with at present. The lower house is absolutely elective, while the upper house is appointive. This scheme is working well; no injustice of that from time to time arise in another.

In conclusion let me express my admiration for the work done by the congress when it enacted the law under which the island is now being administered. After seeing the island personally, and after five years' experience in connection with its administration, it is but fair to those who devised this law to say that it would be well-nigh impossible to have devised any other which in the actual working would have accomplished better results.

—Theodore Roosevelt.

Four State Granges In Session Today

INDIANA STATE GRANGE.
Associated Press to The Evening Times. Columbia City, Ind., Dec. 11.—The thirty-sixth annual meeting of the Indiana state grange began here today and will continue through the remainder of the week. A large number of members were present at the opening.

KANSAS STATE GRANGE.
Garnet, Kans., Dec. 11.—The Kansas state grange is holding its thirty-fifth annual meeting here with an attendance much larger than ever before. The large attendance is due partly to the attractive programs prepared for the meeting, but principally to the fact that the organization has increased

its membership more than fifty per cent. during the past year. Grand Master E. W. Westgate of Manhattan is presiding over the sessions, which will last three days. Life insurance department for Kansas is one of the most important subjects to receive the attention of the meeting.

MASSACHUSETTS STATE GRANGE.
Associated Press to The Evening Times. Boston, Mass., Dec. 11.—Representatives of the 21,000 members of the state grange of Massachusetts filled the historic Faneuil hall today at the opening of the thirty-fourth annual meeting of the organization. Grand Master Carlton D. Richardson of West Brook-

field presided, and the consideration of his annual address occupied a large part of the session. The reports of the other officers show the organization in Massachusetts to have made a gratifying increase in membership during the past year.

MICHIGAN STATE GRANGE.
Associated Press to The Evening Times. Grand Rapids, Mich., Dec. 11.—The Michigan state grange convened in the thirty-fourth annual session in the Auditorium in this city today. Nearly every county of the state is represented at the meeting, which will continue in session until Saturday.

Another Northern Pacific Tourist Sleeping Car

Of sixteen sections will leave Winnipeg Tuesday, Dec. 18, via Grafton, Grand Forks, Crookston, Fargo, and Northern Pacific main line points for Portland, Ore. thence via Shasta route to Los Angeles, California. NO CHANGE OF CARS. Northern Pacific Tourist cars can't be beat. Call on Northern Pacific Agents for reservations.

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