

THE DAILY ENTERPRISE.

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LIVINGSTON, M. T., NOV. 5, 1888.

POLITICAL.

For election as delegates to the Constitutional convention.

REPUBLICAN.

Delegate at Large—A. F. BURLINGAME, Miles City.
County Delegates—
FELLOWS B. PEASE, Livingston.
GEORGE O. EATON, Cooke City.
W. W. ALDERSON, Bozeman.
ED. F. FERRIS, Bozeman.
A. W. REMINGTON, East Gallatin.

DEMOCRATIC.

Delegate at Large—WALTER COOPER, Bozeman.
County Delegates—
R. W. HANSON, Livingston.
H. B. DUNHAM, Cross River.
S. W. LANGHORN, Bozeman.
R. P. YIVION, Bozeman.
G. L. DUKE, Willow Creek.

Election, November 6, 1888.

In casting about for candidates for whom to deposit your ballot to-morrow do not forget that Major F. D. Pease and R. B. Dunham are upright, honorable gentlemen, and competent to act intelligently upon any matter that may come before the constitutional convention.

Statistics of the Universal Postal Union for 1882 show that the United States ranks first in the number of postoffices; and in the number of letters carried by mail Great Britain ranks first and the United States next. In the number of newspapers, conveyed the United States ranks first, with Germany second.

Gov. Ordway has come to the rescue of Dakota's sectional fight, and has recommended in a message to the secretary of the interior that congress provide for holding a legitimate constitutional convention to prepare one or two constitutions, or else that that body frame an enabling act to be submitted at a general election for ratification. Dakota may sometime learn that the somewhat irascible governor is her best friend.

Of to-morrow's election the ENTERPRISE has but a parting word of advice. Its importance should not for a moment be lost sight of, and every elector should feel it an imperative duty to see that at least his and his neighbor's ballots are deposited. The annals of Montana furnish no parallel to the issue of this vote; neither, probably, will it until the constitution, as framed by the body chosen at this time, shall come up for ratification. It is the time now to see that this organization shall be composed of men qualified to offer a constitution intelligent and free at least from particularly objectionable features. Select your men carefully and with the one view of individual fitness and not party bias, and there can be but one result.

Herman Haupt, general manager of the Northern Pacific railroad, resigned his position on the 1st inst, and in an interview with a St. Paul reporter, regarding the cause which led to his resignation, General Haupt said that his resignation was entirely due to the policy of radical retrenchment adopted by the Northern Pacific, which practically tied his hands and prevented the proper running of the road. At a meeting of the stockholders it had been decided to cut off all possible expenses, and he had received instructions to cut down the force past the actual necessary numbers. The directors complained that the expenditures were too much in excess of the receipts. General Haupt explained this by showing that the road was turned over to the operating department by the construction department in a very incomplete condition, in fact, as the paralleled rails were laid so bad was the condition of the road, that although trains could be run over it, they would not be run with any degree of safety or speed. The road was miserably ballasted, the cuts were narrow, no stations, no water tanks were built, no side-tracks were put in, and in fact nothing had been done to put the road in good condition. This had to be done and the cost of it had to be met by the operating department supposedly out of the surplus earnings, which did not exist, instead of by the construction department. This of course made expenses very heavy. Another reason was that practically all the work of the year has to be done in June, July and August. After August it is difficult to get men to work on the road, as the harvest fields pay so much better, and after harvest wet weather begins and it is impossible to do any work until the ground dries in the spring. General Haupt further said that the policy of retrenchment was being carried to an extent that would be detrimental to the interests of the road. The roadbed would become very bad by being neglected, especially considering its present condition, and as

to the discharge of the man in the repair shops at Brainerd, the result would be that the yards at that point would be crowded with disabled engines and dismantled freight cars, which would greatly impair the efficiency of the road. Of course this would reduce the temporary expenses of the road to a large extent, but instead of being a saving there would be an actual loss, and next spring when the necessary repairs had to be made, the expense would be more than heavy enough to counterbalance the saving now. General Haupt also said his office force had been cut down to a point which precluded efficient work. These were the reasons in brief which actuated him in tendering his resignation.

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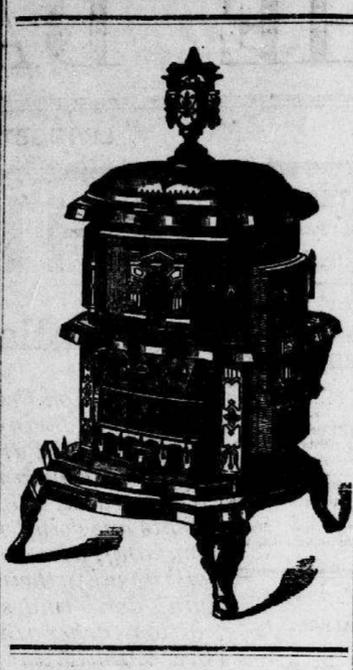
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