

Senator Clark Sells Mines

New York, May 14.—Former Senator William A. Clark of Montana, departing today for Europe, confirmed the report that he had sold certain of his copper properties in the Butte district to the Amalgamated Copper company. Mr. Clark said the sale did not mean that he intended retiring.

"I received no Anaconda stock for my Butte mines," said Senator Clark. "The transaction is strictly for cash. The deal has nothing to do with the reported impending big copper merger and I am not interested in the merger in any way."

"The copper situation will work itself out in time. The consumption is good and at the present time there are not more than four months' supply of copper now mined in the world."

The Clark copper properties referred to consist of the mines and claims respectively in the Original and the East and West Stewart group, directly north of Butte. Senator Clark is the owner also of zinc properties in the Butte district, two of which, the Elm Orlu and the Poser, are under development. The senator retains his valuable properties in the Clark bank, the electric railroad, real estate and mercantile interests, the Butte Miner and other holdings, as well as his zinc properties—Original and West Stewart and the Butte reduction works.

The Original is one of the oldest quartz locations in the Butte camp, having been worked almost continuously since 1869 or 1870. The Original and West Stewart mines and the Butte reduction works, when they were running full capacity, employed about 750 men, but for some time the Stewart has been closed and the reduction works has run with a reduced force.

The group of claims known as the West Stewart includes the East and West Stewart and several other small claims and were all worked through the West Stewart shaft, 2,100 feet deep, up to some months ago, when that property was closed as a result, it is understood, of controversies over boundaries. The Stewart had mined about 540 tons of ore daily and employed 280 men. The Original group properties were mined through the Original shaft, which is 2,300 feet deep. The Original has been yielding about 500 tons of ore per day and employs about 350 men.

The Butte reduction works, employing between 250 and 300 men, has been treating the ore from the Original and Stewart mines and the output of the Elm Orlu and the Poser mines, which the Clark interests have been developing for several years. It has also received a limited amount of custom ore. Among the mines included in the Original group are the Late Acquisition, Dives, Home, etc. Most of the claims were located under the old mining law and are very small in surface ground.

Railway Has Farms To Supply Its Dining Cars

For something over a year the Northern Pacific has maintained a poultry farm at Kent, Washington near Seattle, where on fifty-two acres, a flock of eleven thousand White Leghorn chickens is producing 1,500 eggs a day for use on Northern Pacific diners.

Experiencing such marked success with its poultry, the railway company will hereafter secure the milk and cream for its commissary department from a herd of three hundred thoroughbred milch cows maintained in the same vicinity. In addition to this the company has also planted four hundred acres of garden truck at the station of Paradise in Western Montana, a favored spot for vegetable culture. The products of these three institutions are to be consumed entirely by the dining car department.

The Northern Pacific is the first railway in the country to undertake the production of edibles of its own for its dining cars. It also maintains a large bakery in Seattle, and is now building another one in St. Paul which will turn out all of the breads, pies, cakes and pastry used. The bakery which the company has been maintaining for some time in Seattle became overtaxed in its efforts to supply all the cars on the entire system, hence the necessity of building a second bakery in St. Paul, so that the cars may be supplied at each end of the run.

The Northern Pacific has gained considerable notoriety from the great big baked potatoes which it serves on its dining cars, each of which weighs two pounds or over, the mammoth spuds exciting much comment among travelers, and arousing the interest of Madame Schuman-Heink recently to the extent of causing her to get a barrel of them for planting on her New Jersey farm.

Dixon Bill Goes Through

Continued from page 1

Senator Cummins, acknowledged as one of the foremost authorities on railroad legislation, said today that the modified amendment, as adopted in the Dixon amendment. There is no difference, in his judgment. Press reports sent out Friday night to the effect that the amendment as passed was a compromise in which the "regulars," headed by Aldrich, captured the big end of the deal, are absolutely misleading. The fact is that the regulars found at the last moment that the insurgents and democrats had them beaten on the pending vote and, to save a humiliating record of defeat, Aldrich cleverly threw his forces in support of the measure, which was like gall and wormwood to the organization. Desperate efforts were made, in vain by the organization leaders to break the alliance of insurgents and democrats, the promise being made that the amendments would be rushed through as republican measures, but Dixon would not break faith with his temporary allies. The vote is of political significance as showing that the senate, like the house, is no longer in the control of the organization republicans.

Congress is now in the hands of a coalition, not a party. Old leaders of almost a generation have met their first big defeat. Dixon's plucky and successful fight against great odds and bitter opposition makes his place secure as one of the leaders of the new regime soon to dominate the senate.

Raw Montana Land, \$48

Lewiston, Mont., May 14.—The attendance at the land sale conducted here by State Agent Oker, was enormous, in fact many prospective buyers were unable to gain admittance, owing to the crowds that jammed the courthouse daily. Almost every acre of land that was put up for sale found a ready buyer at prices that far exceeded the appraised valuation.

Many of these buyers were old timers in Fergus county, who fully realize the splendid condition existing in the Judith Basin and who at one time—only about six or seven years ago—considered this land would never reach \$25, in fact \$10 was thought to be all it was actually worth.

Frank Mitchell, of Stanford, paid the highest price known in Montana for unimproved land, \$64 an acre for a tract adjoining the townsite of Stanford. The land will be platted into town lots.

For raw land to be devoted to farming the highest price paid was

\$48.50 an acre, Thomas R. Murray a Judith river rancher, bidding in 160 acres two miles east of Moccasin at that price.

Tracts adjoining, in section 17, were bid in at \$47 and thus the prices varied according to location from market and the lay of the land.

MONTANA PATENTS

Granted this week. Reported by C. A. Snow & Co., Patent Attorneys, Washington, D. C.—Sidney D. & T. F. Ator, Plentywood, Wrence.—Albert C. Scheele, Butte, Thill-coupling.—For copy of any of above patents send ten cents in postage stamps with date of this paper to C. A. Snow & Co., Washington, D. C.

\$5 REWARD

LOST.—One outer case, 34 by 31½, Michelin make, with oilcloth cover, between Lindsay and Glendive on Saturday night. Finder return to Monitor Office and receive reward. 13tf

Choice farm lands for sale by A. P. Bertelsen. Located under Merchant's National Bank. 9tf



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Horse brand on left shoulder and left ribs for cattle.

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William Rigby, Glendive, Mont.

The time set for the special farmer's demonstration train in Glendive is Monday, June 20, from 2 to 4 p. m. Each stop of two hours duration will be occupied with a general talk to the people from the rostrum of the flat car, explaining the arrangement of the train, the plan of exercises, and general directions for the guidance of visitors. This will be followed by a visit to each car in turn.

FOR SALE.—Five-room brick cottage in good residence part of town. Sewer and water connections and electric lights. Apply to Wm. J. Simms, Scranton, N. D. 2tf

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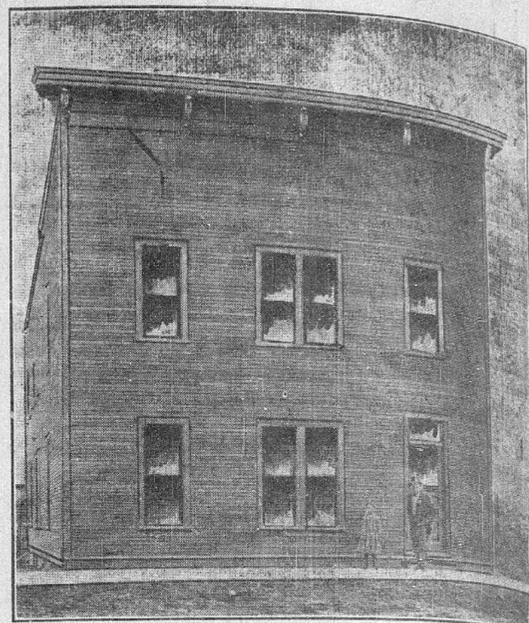
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