

JIM HILL IS OPTIMISTIC

EMPIRE BUILDER SEES NO REASON FOR SEMI-PARALYSIS WHICH IS THREATENING US

James J. Hill, the "Empire Builder," the "Father of the Northwest," cannot see why the business men of the country should at present fear to engage in new enterprises, nor can he see any reason whatever for the semi-paralysis which is gradually creeping over the United States.

"It's only a senseless lack of confidence," said Mr. Hill, in an interview just given out.

"And why this lack of confidence? Some man, somewhere, has grown timid over something or other, and has cried 'boo' at his neighbor. His neighbor probably jumped and the next fellow took fright without knowing why he was frightened. And so on.

"It's just like a flock of sheep. If one starts to run, every sheep in the flock will follow, even if they die for it.

"During this big national conservation congress we have talked about conserving water and conserving land; conserving coal and conserving iron; it's too bad somebody didn't say about conserving common sense.

"That's what this country needs right now—to conserve common sense. There's an article by Col. George Harvey in the September North American Review dealing with the Conservation of Common Sense that well illustrates the business condition of this country right now, and gives as the panacea for the business paralysis, the suggestion that our business men use a little common sense—just ordinary common sense I wish business men everywhere would take that advice.

"I can see no reason for the fears which seem to possess our business men. I have preached a 'return to the farm' policy for years and expect to continue to do so; but that's no reason for fear on the part of business.

"Money and business are, of course, very careful and it is right that they should be, but not to the extent of cutting off their noses to spite their faces. Especially when it is so unnecessary and they need the noses, too.

"Here's a little excerpt which, to my mind, bears down hard and strikes at the core of our present ills:

"In the dis-establishment of credit we find the most obvious cause of the prevailing depression. The link that connects labor with capital is not broken, but we may not deny that it is less cohesive than it should be or than conditions warrant. Financially, the country is stronger than ever before in its history. Recovery from a panic so severe as that of three years ago was never before so prompt and comparatively complete. The masses are practically free from debt. Money is held by the banks in abundance and rates are low.

"Why, then, does Capital pause upon the threshold of investment? The answer, we believe, to be plain. It awaits adjustment of the relations of government to business. Such, at any rate, is the plea, and pressure is constantly brought to bear upon executives and courts to make haste—haste which, in our judgment, would result in less speed. Great complications growing out of mightily changed conditions call for the most serious consideration. To settle a grave question offhand is only to invite disaster. Better not settle it all until a reasonable certainty can be felt that it can be settled right. Stability is ever Capital's primary requirement. But the adjustment which it now demands, cannot be effected in a month or a year and never can or should be complete. Elasticity is the prime requisite of changes essential to development.

"But Capital is notoriously timid. In the present instance, too, it is absolutely foolish. No decision of any

court can permanently impair any so-called vested interest. Confiscation is undreamed of, as compared with only a few years ago. The disintegration of properties does not involve their destruction. Moreover, the sharp revolt against all combinations—those that achieve great good no less than those that work injury—is clearly yielding to study and reason. No sane person now maintains that business—especially manufacturing—can or should be done as it was done half a century ago. In a broad sense, the day of the individual competitor is past, but the opportunity, of the individual remains even wider within the corporation. The sole problem consists of determining how government can maintain an even balance between aggregations of interest, on the one hand, and the whole people on the other, protecting the later against extortion and saving the former from assaults.

"The solution is not easy to find for the simple reason that the situation is without precedent. But is not progress being made along sane and cautious lines in the striving for such a solution. Both will be safe guarded by its certain finding."

BODY OF A STRANGER FOUND BY TENT NEAR RAUM' FERRY NEAR WILLISTON.

Williston, N. D., Sept. 16.—A man who has been living in a tent, about four miles down the river, near Raum's ferry, was found dead in a chair by his scavvans dwelling Mrs. McIntosh, wife of the ferry operator, went to take him some milk and made the gruesome discovery.

He had been living there for some time, and had done a little work at times for Mr. McIntosh. He had been known to be ailing for two or three weeks, but was up and about every day. A memorandum book found in his pocket, contained the name, W. N. Kissasa, Miles City, Mont. A man named Adams who works at the ferry has had some acquaintance with the deceased, meeting him first at Glendive, Mont., about three months ago. Adams says he believes Kissasa to be the dead man's name and that he was about 40 years of age.

Acting Coroner A. J. Field and Dr. Hagen were called to view the typhoid fever; probably the form mainly and pronounced it death from commonly known as walking typhoid.

The body was partly disrobed but bore a heavy duck coat as though illness had caused the unfortunate to rise in the night and put on the coat for temporary protection from the chill. He was last seen alive the Saturday before.

FARMER KILLED BY TRAIN AT ANETA.

Aneta, N. D., Sept. 19.—As the local passenger train was about to pull out from the Klotten depot Halvor Rolsland, a prosperous farmer of Lee township and who lived a mile north and a half mile west of Klotten came from the elevators and walked up the track towards the depot, all the while looking at the passenger train when a fast west bound freight came up from behind him and struck him, killing him instantly. The engineer of the passenger saw the danger the man was in and sounded the whistle but that only deadened the noise of the oncoming train. The unfortunate man never knew what hit him. He was a little hard of hearing and that, and the noise of the whistle was in a great measure the cause of his being run over. He was badly crushed, his left arm was broken and his skull crushed. The body was dragged about sixty feet.

DOUGLAS MEN IN A HUNTING ACCIDENT.

Douglas, N. D., Sept. 19.—Yesterday morning as Warren Hanner and Bertil Ostrom were driving into town with the gun and the hayrack, in some manner the gun, which Mr. Ostrom had in his hands and pointing upward, was discharged, scraping the side of his face and making a very painful, although not dangerous wound, as it was dressed by the doctor at once.

Quick Title For Homesteaders

IN MAKING FINAL PROOF CLAIMANTS CAN ELECT TO TAKE SURFACE PATENT

Claimants are now making proof before the United States land office and other officers qualified to take proofs, in that district withdrawn to permit of investigations as to coal deposits, if they so desire, may elect to receive patent for the land, reserving the coal to the United States. This will avoid delay in the issuance of patent. If claimants do not so elect they will be obliged to take receipt only, the register's final certificate not being issued until the government gets around to investigate the land to determine whether or not there are coal deposits therein and if there is coal then surface title only will be given.

Of course where the claimant expects to continue to live on the land and is not obliged to borrow money upon the land it will not matter so much if there is delay in the issuance of the patent. The new regulation of the department under the law passed by the last session, simply gives the claimant the opportunity to obtain quick title to his land, reserving the coal to the United States. If it is found that there is no coal the elections will be held to be of no effect and the straight patent will issue.

Instructions have also been given to accept no more applications for sale of isolated tracts in the district withdrawn until the investigation for coal has been made.

FINE RECORD FOR N. D. STOCKMAN.

In 1882 Messrs. Chase & Frye turned loose three brood mares on their range near Oakdale and in the summer of 1888 they added six more to the bunch, making in all nine head, and on the first of last week Mr. Frye delivered \$42,000 worth of horses—the increase from the original nine mares—to parties from Madison, Wis. Included in the delivery were two of the original mares both with colts at their side. Mr. Frye thinks horse raising in western North Dakota beats banking in the same locality—and he has paid twelve per cent most of the time these horses were growing.

INTERESTING RELIC FOUND ON THE SLOPE.

Underwood Journal: N. K. Brewster dropped into the Journal office last Saturday and exhibited a stone about the size of an ordinary banana, and was found near Sentinel Butte, in the bad lands by a real estate dealer, whose name we did not learn. A glance at the fossil shows distinctly to be an ear of the old fashioned zig-zag squaw corn raised by the Indians ages ago. Zig-zag squaw corn is so called, on account of the kernels being set on the cob irregular, where in the corn of today the kernels are set in rows. One end of the fossil shows clearly where it was disconnected from the stock and where the tip of the ear had been broken off. The core of the cob shows up very distinctively.

Hack Driver Nearly Killed

BISMARCK HACK DRIVER CAUGHT ON CROSSING AND IS BADLY INJURED

Nearly a fatal accident occurred Tuesday morning at the Fifth street crossing of the N. P. railroad tracks in Bismarck.

Hans Olson driver of one of Hinckley's hacks, was coming from the south side of town about 11 o'clock in the forenoon, and as the crossing was not guarded he was not aware that a fast moving stock train from the west was approaching.

He attempted to turn his team from the danger but was too late, and his rig was struck full force by the engine, though the engineer stopped the train almost instantly. The hack was completely demolished and both horses were so badly injured that one had to be shot.

Accompanying Olson on the box of the hack was John Garrett, one of the night drivers and who was off duty at the time. Both he and Olson were severely injured. They were taken immediately to the hospital for treatment, and during the day it was feared that Olson would not recover, but he regained consciousness during the evening and it is said he will recover. Garrett has been removed to his home, but his arms and back are severely injured, and he too, will not fully recover for some time.

The drop gates of the crossing have not been working for several days. Had a flagman been stationed there the accident would probably have been avoided.

This brings to mind the fact a few years ago in the city council when Asa Patterson fathered the ordinance which established the drop gates for railroad crossings, E. G. Patterson who was then on the council, opposed it on the ground that such gates were not safe protection, and that some day when not working properly a terrible accident might occur, and it seems his prediction only proved true. The theory was no doubt right that a flagman would be better protection.

AUTO TAKES BAD PLUNGE.

Chain Breaks on Joe Miller's Reo and Machine Plunges Over Embankment.

While on his way to the Bohemian dance hall north of the city where he intended taking some passengers back to town, Joe Miller had a narrow escape from death on Saturday evening. Miller was driving his Reo and as he was ascending the steep hill just north of the city, the chain drive broke and before he could apply the brakes the machine had started over the embankment. Miller made a quick jump and landed safely but the machine fell clear to the bottom of the hill and turned turtle. It caught fire and was completely destroyed. Mr. Miller runs an auto livery and had a number of passengers waiting to be taken back to the city from the dance hall. The escape was an exceedingly narrow one as had he been a moment later in making the jump he would undoubtedly have been killed.

GIVES REVIEW OF BUSINESS ABOUT FAIR

Premium List Contains Open Letter To The Public About The Fair--Shows Work That Is Necessary

The officers and directors of the Ward county fair management take a pardonable pride in presenting to the people of the county the premium list and program of its second county fair.

In 1909 the business men of Minot donated \$1,600 to initiate and get started a county fair. The fair of 1909 was gotten up hurriedly; within three weeks of its inception; and yet, as those who attended know, a creditable fair, with good line of exhibits was the result.

In March, 1910, a meeting of the association was called, and a new board of directors elected. The directors were duly authorized to purchase property and do everything necessary toward holding a county fair that would in truth and fact be a real fair.

In pursuance of this idea the directors purchased from the Ward County Racing association, the plot of ground sixty acres, upon which is erected buildings, fence and a race track, which improvements alone cost the racing association more than the \$7,000 that the fair association purchased the property for. Therefore we were given the land (worth \$100 per acre, or \$6,000) by the racing association, who are nearly all business men of the city of Minot.

Under the 1909 law, passed in the interests of county fairs, the intent of which law is to foster all branches of agriculture and induce a healthy competition among exhibitors, the directors went before the board of county commissioners and were granted a levy of one-half mill, authorized by law; the directors having first complied with the necessary preliminaries; the purchasing of property, etc.

The levy having been made by the county commissioners, the question of a permanent levy may now be submitted by the board to a vote at the November election. This levy, however, must not exceed one-quarter (1-4) of a mill. And as the levy of one-half mill this year means only 50 cents for each \$1,000 in taxable value, which includes the land held by speculators, the directors anticipate no opposition to the permanent levy of 1-4 of a mill, which will mean only 25c on each \$1,000 valuation. If this tax is made permanent, it is the intention of the present management, to carry on experimental farming, under the state's direction, on a part of this same ground, of which there is ample. However, the future of this association is entirely in the hands of the members, and every farmer in Ward county who holds a membership ticket, has as much power to mould the future of this association as has any other member or officer.

Permit us to say that a good county fair makes for the upbuilding and increase of land values in the county. This association was organized

for the benefit of the farmers, and the county generally. As before stated the business men of Minot started the fair last year, by donating \$1,600; which amount was all practically paid to exhibitors last year. The association, through the generosity of the racing association, and the tax levied, is now on a permanent basis, and your co-operation is requested so that the Ward county fair will be second to none in the entire state. Be sure to attend and see for yourself.

The policy of the present fair management is to give the very best that its resources will permit of both in the matter of premiums and attractions and amusements. The premiums shown herewith, should induce competitions among our farmers, and the management anticipates a full exhibit in all classes.

Owing to the shortness of crops this year, we do not anticipate as good an exhibit of agricultural products as we are capable of producing in ordinary years, but this should not deter any one from bringing in the best they have.

In live stock we look for a good showing in all classes.

Curiosities. Any freaks, curiosities, oddities or novelties will be awarded prizes at the discretion of the management.

Amusements. The amusement features will be good, including a balloon ascension for each of the three days, by Prof. Robinson, carrying with him a live lion. When up a suitable distance the lion leaves the balloon and comes down in a parachute, the trainer following in a similar one. This is a new and extremel thrilling feature.

Races. The race program has not at this date been completed. It has been decided, however, to pay at least \$400 to the winners of races, including bucking broncho contests, etc.

The management will see that no marked horses, or any horses that have been entered in any other races in the regular circuit during the season of 1910, are allowed to enter into any race that is intended for green horses.

There will be races each day, both harness and running, and there will be ample opportunity to find a class suitable in which to enter your horses.

If sufficient numbers of horses are entered, the winners of any day cannot compete in any other race except the race at the close of the third day, between all winners of the entire three days.

A fund will be collected among the business men of Minot for suitable purses for class race in which outside horses may compete. At the present writing we cannot state just what amount this will be but we expect to be at least \$500.

Owen Hecker of Logan, and at one time postmaster at Hecker station, died last Friday morning at 5 o'clock. Mr. Hecker was eighty nine years of age at the date of his death and was born in Allentown, Penn., Aug. 29th, 1821. Mr. Hecker has always been a frontiersman, having emigrated to the state of Ohio in the year 1832 and thence to Illinois after living there until 1884 he moved to Iowa where he lived with his family until 1901 when he came to Dakota where he and his family has since resided. His wife died several years ago and was buried at Hubbard, Ia., their old home. The deceased leaves to mourn, three sons and one daughter: George W., William H. and Thomas Hecker and Miss Sarah of this city. Mr. Hecker was a fine old gentleman, kind and pleasing to converse with, and although he was quite wealthy at the time of his death in life he always figured money as a second consideration, and those who knew him best knew him to be a

good christian man, beloved by all. The funeral was held from the Methodist church in this city on the 17th inst., and the remains were forwarded to Hubbard, Iowa, for burial beside of those of his wife. The family have the sympathy of the entire community in their sad hours of bereavement.

KILLED IN PECULIAR ACCIDENT. Kenmare, N. D., Sept. 19.—A most peculiar accident occurred north of Kenmare when Peter Peterson, the fifteen-year-old son of P. C. K. Peterson, was killed by having the tines of a pitchfork driven through his head. P. C. K. Peterson, and old resident, living about four miles north of Kenmare, was threshing for Holm Nelson on the Lars Peterson place, and with his son Peter, the unfortunate boy, was feeding the machine. About four p. m., while both were at work, the handle of Mr. Peterson's fork was caught in the drive belt and was hurled with terrific force, driving the tines through the boy's head.

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