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VICTOR E. LAWSON, Editor and Manager.
H. P. LIMPERICH, Foreman of Printery.

WILLMAR, MINNESOTA, WEDNESDAY, NOVEMBER 22, 1911.

NORTHWARD BOUND

THE MARCH OF EMPIRE

A Few Editorial Observations Relating to a Recent Trip to Northern Minnesota.

Minnesota is a great state. She has some magnificent distances. Starting from Willmar, which in the early days was considered so nearly in the center of the state that the State Capitol lands were located near there for that reason, we travelled 200 miles due north to Red Lake. And then we were not near the north boundary at that. Indeed, we might have gone straight north 102 miles farther across lake and land and still been in Minnesota—almost as far as the Iowa line is south from Willmar. East from Red Lake we might travel 250 miles in a straight line and still be in Minnesota; westward over a hundred miles before striking North Dakota line. You might travel along the 95th meridian, which marks the eastern boundary of Willmar township, from the Iowa line to a point north of Lake of the Woods, for a distance of 408 miles within the State of Minnesota. What a vast empire! Minnesota has about the same area as England, Scotland and Wales combined, with their forty million population. She has ten times the area of the State of Massachusetts, and it is as densely populated would have over thirty million people. The resources of the state have not been more than scratched as yet. True, there has been a profligate waste of its timber resources, as well as of the soil fertility of the prairie counties. There are differences of opinion as to the wisdom of the wholesale destruction of the forests into order to create an immediate profit for lumbermen. But the lumber was used in the building of cities and farm homes throughout the prairie states, which would have been difficult without cheap lumber. Even more profligate was the destruction of the hardwood forests by the early settlers in "The Big Woods" where the great trees were felled and

torical romance, yet so commonplace to the actors therein that few see it. It is a tremendous travail of empire building worthy of the best and truest statesmanship, yet its public interests are too often left to the chicanery of opportunists and corruption of grafters.

The editor made a brief trip into the very outposts, where this transformation drama is being enacted. A few notes regarding the trip may be of interest to Tribune readers.

There were four in our party. G. A. Erickson and W. O. Johnson, the landmen, and R. W. Stanford, the lawyer, were the three. The general purpose of our trip was to inspect and learn more about the land purchased by the Willmar-Nebish Colonization Co., in Beltrami county. This was particularly the mission of the landmen and Mr. Stanford, who is the secretary of the company. The latter was incidentally nursing an ambition to get a shot at a deer and was therefore carrying a gun with him. We never saw this gun outside of its covering, but the steel-jacket bullets in shells the length of your index finger which he exhibited convinced us that it was a formidable engine of destruction which our lawyer friend was toting around. These exhibits also helped to establish an unalterable resolution to get back out of the woods before the opening day of the shooting of deer—and slaughter of innocent by-standers.

We left Willmar on the afternoon of Nov. 7, three days before the deer season opened, yet hunters bound for the north woods boarded the train at nearly every station. Many were clad in the uniform of the modern deer slayer—a red mackinaw blouse and cap in order to be less easily taken for a deer at a distance. The Great Northern permits the hunters to take their weapons into the day coaches, but the Northern Pacific requires them to be carried in the baggage coach.

We were obliged to lay over five hours at St. Cloud. Little change since former years is noticeable in this city. The growth of the granite industry is apparent however. St. Cloud marks the beginning of the old time forests of evergreen trees, and great quantities of logs are yet floated down the Mississippi thru this place.

At 9:55 we board the N. P. train and proceed northward. Our next destination is Bemidji, a ride of 160 miles. Too bad to travel in the night, when one is curious to see the country. We continue along not far from the Mississippi in Benton county, then pass into Morrison county. We pass Roylton, illuminated with electric lights, and soon arrive at Little Falls, where we get a glimpse of the water-power electric plants and paper mills. Ever northward we pass Fort Ripley in Crow Wing county, and soon are at Brainerd, the county seat and an important center for the N. P. railroad. Again, our train speeds out into the dark. We pass Merrifield, Hubert, Smile, Pequot and Jenkins. Next we course northwesterly into Cass county, the first station being Pine River. Passing Mildred, Backus, Hakensack and Hunters, we arrive at Walker, located on the western arm of that inland sea known as Leech Lake. This arm of the lake is in sight in the starlight for five or six miles. Leaving Walker our train steams thru the north-east corner of Hubbard county and into Beltrami, the empire county, in which you might locate two states the size of Delaware and still have 500 square miles to spare. Soon the horizon was lighted by a great number of electric lights and as we drew near these were reflected in the waters of the lake. We passed the immense smoke stacks and stock piles of two big sawmills, and the brakeman called out "Bemidji." Leaving the train we hurried to a hotel, "The Rex," a three-story brick structure with modern appointments to sleep until morning.

Imagine the city of Willmar with 6,000 inhabitants built on the old Irving townsite on Green Lake, with the business section on the lower ground near the outlet and the residence portion extending along the lake up over higher ground. Instead of prairies beyond see forests of noble pine trees all around. A boulevard laid out along the lake shore. The Carnegie library in a public park facing the lake. Just about so lies Bemidji on the lake with the same name, thru which courses the Mississippi river. Instead of locating the townsite on bare cut-over lands, the town has been laid out among the standing pine. Thruout the residence section and along the lake shore stand Norway, white and jack pine. About the first question of the tenderfoot is how to distinguish the varieties of the pine trees. The streets are laid out wide with stone curbs outside of the boulevards. Nine squares with connecting streets in the business portion are paved with cement. The city has many fine buildings. The court house would do credit to any county in the state. Instead of a rough frontier town with shacks and crude buildings predominating, as we expected to find in a town not much more than ten years old, we saw a fine little modern city, alive and progressive. True, there are numerous saloons, where the lumberjacks and others are fleeced out of their money, but the town has progressed in spite of these. There is

a large element of the population that is opposed to them, and they have succeeded in ridding the town of some of the worst features. Outside of its saloons and the debauchery they cause among the lumbermen and others, the city of Bemidji is as fine a little town as we have seen. We believe it has a future as a business center of the vast undeveloped regions extending in all directions but especially to the north and west. There are pessimists who believe that when the two saw mills run out of logs the town will cease to grow and prosper. The same was predicted of Minneapolis twenty years ago.

During the forenoon we attended a sale of state lands conducted by State Auditor Iverson at the court house. In an hour and a half he sold about 6,000 acres of school and other state lands in various parts of a Beltrami county at prices ranging from \$5 to \$18 per acre, exclusive of the estimated value of the timber on the lands, which was additional to be paid in cash. There were about 150 people at the sale—settlers, speculators, non-residents—one woman from Illinois bidding in 120 acres. And the fall sales are not supposed to amount to much compared with those held in the spring.

During the morning hours we met the Hon. J. J. Opsahl, the Bemidji end of the Willmar-Nebish Colonization Company. He was to be our companion in our further travels, and fortunate indeed we were to have such a guide. For twenty years a cruiser in the woods, having been originally employed on the government survey, having served this immense territory two terms in the legislature, being acquainted with everybody, including the Indians, knowing practically everything about the country and moreover being of a social temperament and bubbling over with wit and humor, he was the right man to make a trip like ours one of interest and pleasure.

Our train for the north did not leave before in the afternoon. We had time to make fraternal calls at the newspaper offices. The Pioneer issues a daily edition, and is owned by a stock company. The editor, Mr. Wilson, showed us every court-ey, and we were given opportunity to inspect their fine plant. The Sentinel is owned by a young man named Marcum, and is edited by "Doc" Rutledge, a decidedly live wire in the community. We were talking politics in less than a minute, and we learned more about the political side of the development of Northern Minnesota from our brief talk with him than we had ever known before.

We exchanged greetings with Judge C. W. Stanton, of the District Court, formerly of Appleton, over the phone. We had not remembered that he was here while on our visit to the court house.

At three o'clock we made our way to the southern terminal of the great railroad system known by the important sounding name of The Minneapolis, Red Lake & Manitoba Railway. (Bemidji has three railway stations.) This railroad is 33 miles long, its northern terminal being located on Red Lake. Essentially a logging road, an accommodation train consisting of an old passenger coach, one of the very first ever built in the U. S. we verily believe, and a combination smoker and baggage car which was a worthy companion of the first mentioned, together with a few freight cars, all drawn by a diminutive engine with drivers no larger than the ordinary car wheels, made the round trip of the system every day. We purchased tickets to the end of the line, as we wished to get a view of Red Lake in the morning. We will never forget our ride on this train. It was a happy-go-lucky catch-as-catch-can gait the fussy little engine led us to. The conductor was also brakeman, freight hostler, switchman, and mail messenger (the train carried only pouch mail.) At the stations all hands piled out of the train and into the stores to buy a new supply of peanuts. No danger of anyone getting left on this train. There was plenty of time to view the country. Mr. Opsahl pointed out the interesting features as we passed along. Jack-pines abound until about twelve miles north of Bemidji, when the sandy soil ceases and we get into a clay soil country, with Norway and white pine, hardwood and a good deal of birch. Pretty soon we are on the divide—the continental divide—tho we would never have suspected it without our guide. North of here the water courses drain into Red Lake and thru the Red Lake river to the

Red river and Hudson Bay. Soon we arrive at Puposky (Ojibway for mud) made famous by the robbery by the Dumas gang. Every few miles are spur tracks leading into the woods for the logging trains. We pass a summer camp of the Crookston Lumber Company, just about to be abandoned. Now-a-days, when the logging railroad has largely displaced the rivers in carrying logs, logging operations are carried on all the year around. The twilight is falling. Here and there are huge bon fires in the woods. The law provides that the branches must be gathered up and burned as the cutting progresses, to avoid leaving material for future timber fires.

As the shades of night are falling our train backs into the Nebish spur. The train backs up between the store and the shore of Nebish Lake. A large blockhouse serves as store, station, post office and hotel. We suspect the station is on the spur because the engine may here siphon a supply of water from the lake in lieu of a water tank. Our party all strain their eyes in the dark to see the glory of the Nebish townsite. Very little is to be seen, but we are to come back in the morning. The train starts again and after a while we steam into Redby, the end of the line on the south shore of Red Lake. We shuffle off in the dark towards Pat Cassin's hotel. The stage for the Chippewa Agency, five miles distant, starts off in the opposite direction. Indian farmers drive by in their lumber wagons and answer the greetings of our guide with guttural grunts. In the hotel "office" is a large box-stove in the center with a generous supply of pine wood stacked up against the wall. Pat's star boarders sit around the walls and seem to enjoy the heat so generously radiated. After supper specially provided for the late arrivals all hands sit in the office for a while and swap yarns. Mr. Opsahl soon has all on speaking terms and draws out the yarns from the characters found here. A Mr. Weekley, a well drilled, proves a true Dickensian American type. "Yes, sir," says he, "what we need in this country is real farmers. We have plenty of shot-gun farmers and jack-pine slashers, but what we need is real farmers." All hands retire early. When we tell the landlord to be sure to awaken us in time for our train, he says, "Don't worry, no one sleeps here after six o'clock. We ring for breakfast then."

(To be continued.)

The Special Session.

The Willmar Tribune publishes an article from the Hon. Charles E. Johnson, our worthy representative, which will be read with interest. Mr. Johnson is in position to know all about the make-up of the present legislature. No member did more conscientious work to guard the interests of his constituents. We can well understand how Mr. Johnson feels about again going up against that bunch. The Willmar Tribune does not apologize for any of the shortcomings of the legislature, nor is it responsible by reason of support given for any of the members who voted for the reactionary element. We know the legislature is a bad one but it is the only one we have.

The state is facing a crisis. Its laws governing its common carriers have been set aside, by one Federal court, and there is danger, as Mr. Johnson says, that the highest court will sustain the decision. The representatives of the people should meet as a protest if nothing more. Why was Minnesota, of all northwestern states, selected as the state in which the rate law should be attacked? Because the corporations think they have absolute control of the government of the state. If the interests desire a special session, pray what will prevent one from being called? They are afraid of a special session, because they fear that they cannot control the members on the eve of an important election without causing a political upheaval.

Increase the railroad taxes to an adequate amount—make it 10 per cent if that is equitable—and abolish discrimination in rates. There can be no question that the railroads can be forced to make the same rate to all, whatever that rate might be.

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Make the big cities pay high rates as well as the country. With a nucleus of such members as Mr. Johnson, a special session would be worth all it cost for the agitation of public question it would compel on the eve of the political conventions. A state-wide primary might be squeezed thru, that would put the state machine out of business.

Those are reasons which we believe justify the calling for an extra session. We don't expect to see one called for those very reasons.

The railroads do not seem to find much fault with the raising of the gross earnings tax. That looks a little suspicious. Perhaps they have the notion that if their taxes are raised they will be permitted to charge as much for carrying passengers and freight as they wish. It is however of more importance to the people at large that the rates be reduced than that the taxes of the railroads be raised.—Madison Western Guard.

Raising the rate of taxation to that which other interests pay will not destroy the State's right to control rates. As it is now, the railroads charge what they please and pay less taxes than other people. The railroads know this as well as anyone. They think there is no immediate danger because they depend upon Gov. Eberhart not calling a special session of the legislature. Should the Governor act, you will hear from the railroads, and so will the solons.

An analysis of the recent vote in New Jersey does not bear out the newspaper reports that the defeat of democratic legislators showed that Gov. Wilson has lost ground in his home state. Those defeated were the representatives of the Democratic machine which Gov. Wilson's rebukes had made odious. His friends, who were on the ticket, were elected.

THINKS A SPECIAL SESSION WOULD BE FUTILE

Hon. C. E. Johnson Gives His Characterization of the Legislature of 1911.

Atwater, Nov. 18, 1911.

Editor Willmar Tribune—

In your issue of Nov. 15, you advance the belief through an editorial the practicability of calling an extra session of the Legislature for the purpose of enacting into law a measure that would increase the gross-earning tax of the Railroads, over and above the present rate of taxation.

The proposition may be, well and good, providing some means or methods could be applied to insure or guarantee to the people of this State that such law could be enacted, if the Legislature should be called in extra session. The State certainly needs the revenue. Still we are in a position, through past experiences, to doubt the advisability of calling an extra session, with the present membership in control. Also, we must consider a great many other matters, in connection with this proposition. This would be, as all other sessions are, a great expense to the State. With the same membership, so divided, and, not to mention the friction existing between two distinct factions, which factions are equally determined not to yield one to the other upon any one issue involved in controversy before such body, and especially a question touching upon the revenues of a great corporation, from past experiences, we have no confidence in that body enacting any just law or set of laws as they have already been tested and found wanting.

In looking over the history of the last regular session, we find a just reason, why the people should lay a grievance at the door of their representatives, for there has probably never been in the history of the State of Minnesota, a Legislature that has accomplished less, than this last Legislature accomplished, a majority membership that were so determined to defeat and annihilate every good measure introduced as this majority membership were. True there were several important laws enacted which reflects a good deal of credit upon that body, yet they were measures that did not conflict with interests of the great corporations, hence they passed almost without opposition, as for instance the good roads bill, and the consolidated school bill, and several others.

The membership of the last or present body of Legislators are divided and we might say extremely so, not on account of party lines, or prejudice, but on issues that involve the question of better and a more econ-

omical government. The majority faction fight for the supremacy of upholding the old school political power, as dominated by the various corporations, the Brewing association, and we might add the Twin Cities, realizing as they do that there is a general awakening among the people in opposition to their rule and power. They feel that something must be done to check this growing sentiment as against them, hence we find that some of the very members that guarded so tenderly the interest of the dominating powers are now anxious to call an extra session for the purpose of quieting their own conscience, and if possible, appease the wrath of the people.

If they are sincere now, why were they not sincere and honest enough last winter to formulate a plan, where by the Legislature could reach these corporations with a just and uniform tax. So long as they have no tangible evidence as to the valuation of corporation properties, such as railroad and iron ore, so long will they fail to reach these properties, with a just and uniform tax. The proposed increase from 4 to 5 per cent on the gross earnings of the railroads is of course the lowest that can be proposed at this time, and the measure introduced at the last session, embodied that increase, and was defeated by a vote of 26 in favor, and 88 against; defeated because of a prevailing suspicion among a large number of the members, that it was a measure sanctioned by the railroad corporations themselves, in order to ward off the enacting of any other measure into law, that would tend to bring about a more just and fair taxation upon their properties. Then again some of the promoters of this measure had been and was strongly against the Tonnage tax, and voted to defeat that measure, a measure that would have brought a revenue of one and one-third million dollars into the State Treasury yearly, if passed. Strange that those very members who were so strenuously opposed to this just and fair revenue measure, should now advocate the necessity of calling an extra session for the purpose of enacting some other revenue measure touching a corporation that do not now seem to oppose the increase of this proposed tax.

Then again, we believe there never has been in the history of the State, where there has been so many good laws proposed, as there were at the last session of the Legislature, and never in any Legislative body of this state has such a large number of true, loyal and honest members assembled as there was assembled in that body far above the average, in determination to further the cause of good government, day by day, they stood the test, fighting like one, to gain inch by inch, the victory that seemed to them, at times so near, to redeem the trust imposed upon them by the people of this State, but to no avail. Always in the minority, their measures were ruthlessly defeated, and their efforts vanquished. Is it not possible, Mr. Editor, that on account of Judge Sanborn's decision, and with the expectation that the Supreme Court will uphold that decision, nullifying the rate law, as enacted 1907, that the railroad corporation, foreseeing the storm of disapproval about to break forth on account of such decision, that they were willing to concede, yea even anxious to submit to an increase of the gross earning tax from 4 to 5 per cent, thereby quelling the demands of the people for a more just and fair increase. Should the present membership again be called into an extra session, to consider this very proposition, we doubt very much that an agreement could be reached, whereby a law could be enacted to tax these corporations. Some holding to the idea that 6 or 8 per cent, yea even 10 per cent would not be too large

an increase, based upon the actual earning of the railroads. Then again other issues have been proposed to be taken up in such extra session, for instance, the Distance tariff measure. We believe this one of the most beneficial bills that could possibly have been enacted into law in this State. It would give to every village and city, in the State an equal chance with the Twin Cities to compete for the establishing of factories and other industrial ventures, which are now almost wholly taken up by the Twin Cities on account of the discriminating rates in effect at the present time. But, Mr. Editor, even this measure was put to a test by the present body, the House barely passed the measure, the senate Senate having defeated the measure not only at the last session, but at two of the preceding sessions. So it seems to us, that no matter from what point of view we take up this question of an extra session, it looks to us as a hopeless case, as far as the enacting of any beneficial laws are concerned by this body of Legislators.

Mr. Editor, we believe, however, that the time is fast approaching, when the people will enlighten themselves as to what their representatives are doing and by whom they are dominated while in the law chambers. Time will come when their pledges to the people must be redeemed, and redeemed very soon.

Thanking you for the space taken, I am sincerely,

C. E. JOHNSON.

Railroads Discriminate Against the Country.

Nearly every day instances develop which show that as soon as the railroads have a free hand in the matter of rates they start to discriminate. All dollars may be alike but all dollars do not look alike to the railroad manager.

The mail that brings to us the information that there will be a two cent rate on Minnesota roads to the big land show in the Twin Cities next month, also brings the information that the same roads have decided to make a straight three cent rate for all holiday travel.

The land show travel is to the cities. The holiday travel is very largely from the cities to the country. It has been the custom for many years to grant holiday rates at Christmas time to enable the people to visit at the old home, to make it possible for teachers and students to spend vacations at home and for the people generally to make the holiday calls that add so much to the joy of living.

None of that this year, however, say the railroad managers who are supreme now that the law has been set aside. Of course the mileage book class can make the trips at two cents but the ordinary run of the people whose pleasures are few and to whom the annual home visit at holiday time is the big event of the year they will have to plank down fifty per cent more for the SAME service or give up the visit.—Long Prairie Leader.

Saved Many From Death.

W. L. Mock, of Mock, Ark., believes he has saved many lives in his 25 years of experience in the drug business. "What I always like to do," he writes, "is to recommend Dr. King's New Discovery for weak, sore lungs, hard colds, hoarseness, obstinate coughs, la grippe, croup, asthma or other bronchial affection. For I feel sure that a number of my neighbors are alive and well today because they took my advice to use it. I honestly believe its the best throat and lung medicine that's made." Easy to prove he's right. Get a trial bottle free, or regular 50c or \$1.00 bottle. Guaranteed by Carlson Bros.

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