

BULLETIN OF THE ST. PAUL GLOBE.

MONDAY, JAN. 20.

Weather for Today—Fair, Cooler.

PAGE 1. Grain War at Watena. Republican Committee at St. Louis. No Mercy for Cubans.

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PAGE 3. News of Minneapolis. A. O. U. W. Memorials. Early Day Railway Fares.

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PAGE 8. Ingersoll's Sermon to Curriers. Bond Loan Is Popular. Thrilling Western Story.

TODAY'S EVENTS.

Metropolitan-Bicycle Girl, 8.15. Grand-Fantasma, 8.15.

MOVEMENTS OF STEAMSHIPS.

NEW YORK, Jan. 19.—Arrived: La Bretagne, Havre. PHILADELPHIA — Arrived: Belgenland, Liverpool. HAVRE—Arrived: La Gascogne, New York.

And still the horse is trotting merrily on toward the horseless age.

It appears that there are others who make good targets.—Albert Berg.

It is better that the war scare should die than that men should die in battle.

I will command no armies and dictate no telegrams this week.—Capt. Gen. Campos.

When one comes to think of it, it was impossible for Campos to cut much ice in Cuba.

Paderewski went from Chicago to St. Louis, a plain case of going from bad to worse.

It will be entirely appropriate for every man in town to wear his skates this week.

The Germans have lived in unity twenty-five years, but they haven't lived in harmony that long.

The queen of Corea is still dead in spite of the rumors to the contrary.—Tom Duluth and Yokohama.

The Schomberg line is such a knotty problem that somebody must have spent a week tying knots in it.

Having tried the business of running Russia and become infatuated with it, the czar is going to be crowned.

It would be appropriate for Great Britain to sink her flag ship, Revenge, and run up the white flag, Arbitration.

A gang of bicycle thieves has been run down in Chicago. It was not run down at the instigation of the Chicago council.

It is a mile from the Chicago coliseum to the nearest saloon. But democracy has overcome much greater obstacles than that.

Chicago has become tired of anti-toxins and commenced treating diphtheria with bactericide. It is reported wonderfully successful.

Borealis Rex should bring a moderately cold wave with him, as the weather bureau seems disinclined to collaborate with him.

The throne of Napoleon is to be sold at auction at Rome. It is just as well, as none of the family would be able to use it without having their motives suspected.

An Indiana colored man has been arrested for using bad methods to reach a good end. He stole chickens for a year and saved the proceeds to get married with.

A near relative to Joe Mulholland has been dug up in a Cincinnati police court. He said he stole two cows because raw beefsteak overcame his conscientious scruples.

The man most likely to issue the next ultimatum is Commander-in-Chief Walker, of the G. A. R., and it will no doubt be in favor of St. Paul as the encampment city.

There is nothing new under the sun. The world's fair officials are still awarding medals and Robert P. Porter's census bureau is still at work on the census of 1890.

Now that they have opened a class for ancients for the Republican nomination for president, headed by Levi P. Morton, Col. Dick Thompson, of Indiana, aged eighty-seven, ought to be eligible.

The secret of Mr. Harrison's regard for Mrs. Dimmick is out. He once said of her when she lived in the Harrison home in the White house: "She is the only woman around the house who does not talk when I want to think."

The Cora Belle Fellows flasco is a lesson to white girls that it is unwise to marry Indians with the idea of reforming them. Cora married Sam Campbell, an uncouth red man. The latter deserted his wife for a squaw and has just been sentenced to jail for theft.

GRADE AND GRAB HIS GRAIN.

THE NORTHWESTERN FARMER TREATED SHABBLBY BY THOSE WHO RUN ELEVATORS.

SING HIM A SIREN'S SONG.

TELL HIM THEY HAVE NO SPACE FOR THE BETTER WHEAT GRADES.

BUT FOR THE LOWER GRADES

THEY HAVE PLENTY—THE FARMER MUST ACCEPT OR TAKE HIS GRAIN HOME.

SEVERAL CENTS ARE LOST.

HISTORY OF THE QUARREL THAT HAS BEEN GOING ON AT WARREN.

COMBINE OF WHEAT-OWNERS.

WAREHOUSE COMMISSION CALLS IN—FOR A TIME HIGHER PRICES RULE.

THE SITUATION ILLUSTRATED.

Sacks of Grain Lie Stacked in the Snow, Awaiting a Place of Shelter.

Special to the Globe.

WARREN, Minn., Jan. 19.—For many years the producers of the Northwest have suffered at the hands of the elevator companies. The farmer has done all that he could to protect himself, but every move he has made has been met by a counter move on the part of the elevator combination. In the main the producer, the tiller of the soil, has been compelled to accept whatever the lordly wheat grabber saw fit to allow him as compensation for the fruit of his labor and the return upon his investment.

All sorts of schemes have been worked upon the poor agriculturist, who has scarcely been able to keep his head above water, while the wheat barons have grown richer every year. In the early eighties the elevator system began to extend itself, and now its arms are stretched out over the entire wheat producing district of the Northwest like those of a gigantic octopus and its elevators are like the suckers of that hideous monster. Like the octopus, the elevator monopoly seizes the victim with its powerful arms, then says its life through the almost numberless suckers.

The producers began early to fight the wheat combination, ring, or whatever name may be properly applied to it. They have succeeded to a limited extent only. Their pleas for fair and just treatment were met with promises which were not fulfilled. Their attempts at controlling the wheat handling business through the machinery of the law were always fought by a lobby in the employ of the wheat ring. Their plans for the erection of private or co-operative warehouses were thwarted

by the same agency. It was only after years of fruitless effort that farmers were able to secure legislation on this subject. Every law that was enacted was found to contain flaws or there was some way by which the elevator companies could escape.

The elevator companies were the successors of the Minneapolis Millers' association in this line of business. In order that the producer might make a stand against it the Grain Growers' association was formed. It struggled long and well, but its struggles were against a powerful and wealthy baron,

who felt absolutely safe in his strongly constructed castle. The result of the struggle was that the baron commanded his vassals to levy heavier tribute upon those who had dared to oppose him. That is precisely what the elevator barons are doing today, and the vassals must either obey or they will feel the master's lash.

WON THE BATTLE.

The people along the St. Vincent line owe a debt to the merchants and other public-spirited men of Warren. They fought the elevator companies, won the battle, and the effect has been felt from one end of the St. Vincent branch to the other. The wheat combine desisted from their intended establishment of stores, banks, etc., at Warren, to compete with the merchants of that town, because they had dared to take up the fight when they saw the farmers, whose market naturally should be at Warren, hauling their wheat to East Grand Forks, a distance of four or five times as great. The elevators were full of wheat, or, at least, claimed to have no bins for the higher grades, although they usually find a place for a lead of No. 1 hard or No. 2 northern if the farmers would sell it for the price they chose to give for No. 2 northern. The buyers at the elevators claimed that they had bins, and the farmers had to submit to a loss in actual value of their wheat averaging at least six cents a bushel. Then they began to haul their grain to East Grand Forks, nearly thirty miles west of Warren.

Early in the season there was no blockade at Warren, for at that time there was prospect of the Keystone spur of the Northern Pacific being extended to this place. When the work of grading was begun there were plenty of cars here and the elevators had bins for all grades of wheat. They maintained a high price for their wheat, and together with excessive dockage over that at terminals, and squeezing on grades, gave them a wide margin of profit. This profit, even when there were plenty of cars, including handling charges, from four to five cents a bushel. Early in the season the wheat naturally tributary to this place all came here and, while the farmers were dissatisfied with the prices realized for their grain, they were able to keep up the prices by independent shipping. The merchants were enjoying a

PERIOD OF PROSPERITY

and the farmers began to see a ray of hope and to believe that the days of oppression from the wheat barons were near at hand.

A little later in the season, however, the supply of cars in the territory along the St. Vincent branch was practically cut off. The elevators at Stephen and Argyle, north of here, as well as all the warehouses in the territory, were full of wheat. So the agents of the wheat buyers said, at all events. The strange part of it was that there was always room for No. 2 and No. 3 wheat, while the bins for No. 1 hard and No. 1 northern were invariably full. Nearly all the wheat grown in this locality was of the two higher grades, and the farmers naturally objected to selling it for the price offered for from one to three grades below its actual quality, in addition to the other shrinkages. When they did sell their high grade wheat for the price offered for No. 2 or No. 3 they were still compelled to submit to the "dockage" for dirt and other causes imposed upon them by the wheat buyers.

When they tried to get cars for independent shipping they found that the elevators had orders in ahead of them and they could do nothing but submit to the terms offered by the agents of the wheat barons or haul their grain back to the farms. Many of them did this and hauled it to East Grand Forks, nearly thirty miles away. This state of affairs continued to grow worse and the merchants saw their business going to a town that had no right to be a competitor to Warren. Leading merchants wrote to Gov. Clough, to the railroad and warehouse commissioners and to railroad officials asking them to intercede and afford them some relief. They were informed that nothing could

be done, and that there was a scarcity of cars all over the Northwest. This did not satisfy them, and the board of trade decided to bring the matter to a focus, and on the evening of Oct. 27 passed this resolution, relating to their grievances:

Resolved, That we earnestly request the state railroad and warehouse commission to visit this city for the purpose of investigating the condition of affairs, and to take such action as will give us immediate and permanent relief.

The commissioners replied and set the hearing for Nov. 5. Immediately upon the arrival of the commission, all the members, viz: Col. W. M. Liggett, chairman; Gen. George L. Becker,

the secretary, being present, they began the hearing in the court house hall. Chairman Liggett asked that the

CAUSE OF COMPLAINT

be stated. Then came a surprise for the commission, for they very evidently were not prepared for the mass of evidence that was filed at their heads during the sitting. Affidavit after affidavit was presented to the commission of farmers who had been offered No. 2 or No. 3 for their wheat at Warren, and told by the buyers that they could not and would not pay a higher price while they afterwards sold the same wheat at East Grand Forks, the Keynote, receiving the true grade and the full market price, which often afforded them a profit of from eight to nine cents a bushel over the price offered by the warehouse men at Warren. Others set forth the unsuccessful efforts of the farmers to procure cars for independent shipping. All of this was re-enforced by the oral testimony of farmers who had driven in through the rain and mud to relate their grievances under oath to the commissioners.

The commissioners promised to do all in their power to aid the farmers and explained to them what course to pursue in cases where there was a dispute between the seller and the buyer as to the grade of wheat or the amount of dockage exacted.

The Warren Sheaf expressed the sentiment of the people in its editorial reference to the matter as follows:

The Sheaf believes that the commissioners now fully appreciate the situation, that they were convinced of the justice of our complaints, and that they will all in their power to place our wheat in its proper position between the railroad and elevator companies and the people. That they will not be so easily deceived before leaving. But if they are powerless to exact justice for us, we think the commission has failed in the purpose for which it was created and better be abolished as an expensive and useless ornament to the state. We hope to see immediately a decided improvement in the condition of the wheat market at Warren.

The next week, on Nov. 13, R. C. Burdick, supervising inspector of country elevators, and representing the railroad and warehouse commission of the state, appeared at a meeting of the board of trade, which was largely attended by farmers as well as by all of the business men of the town. The board took up the matter of no discrimination being practiced against Warren and that the grades given for the wheat were all that the grain would stand. When he told the meeting that only

ABOUT 90,000 BUSHELS

of wheat had been marketed at Warren from the crop of 1895, there was an uprising and many uncomplimentary things were said to Mr. Burdick. At that time the elevators were full, and their capacity is shown to be 234,000 bushels. This only covers the wheat then in store and not that shipped by the elevators or independent shippers.

The members of the board withdrew to another room and at once decided to employ a man to look after the shipments for the farmers. They employed R. Glavin as their agent, and the next day he issued the following circular:

How Farmers Can Get Better Prices For Their Wheat. Are You Interested? If so, Read the Following and Then "Finger!"

Among the most serious problems which confront the farmer and business men generally of the Red River valley at the present moment is how to provide ways and means for the shipment of wheat without having to patronize the elevators.

Stated generally, the situation throughout the valley is this: The means provided for the shipment of wheat on track are burdensome and difficult. Cars, when ordered, are not delivered at the time when they are needed, and the farmer is left with the wheat in his hands, and the elevator companies are, of course, appraised of this abominable state of things and become more oppressive with each succeeding delay. To abuse the railroad company and patronize the elevator companies will not remedy the situation. The time has come when intelligent farmers are expected to make any progress or gain one point by abuse. What, then, is the remedy?

Briefly, this: The Warren board of trade, decided to establish an agency in Warren for the purpose of buying, selling and promoting the shipment of wheat. Any farmer who wishes to avail himself of the privileges of this agency can do so without any cost or charge whatsoever. The agency will order the necessary papers for shipment, take care of the necessary matters for shipment, take care of and watch all wheat that is left or unloaded on track, and will be employed to remove any and all obstacles for the shipment of wheat on track. The agency will be furnished when necessary with the necessary funds, and all communications or requests pertaining to this work will be cheerfully complied with.

Now is the time to strike and conduct a battle royal. Let the watchword be: "No Wheat for the Elevators." Let every farmer,

ST. LOUIS' BIG SHOW

THE REPUBLICAN SUBCOMMITTEE IS IN THE CITY PREPARING FOR IT.

BYRNES HAS AMBITION.

CANDIDATE FOR OFFICE OF SERGEANT-AT-ARMS—ROOMS FOR MINNESOTANS.

ARMED PEACE IN KENTUCKY.

Blackburn and Hunter Forces Are Afraid of Treachery From Their Opponents.

ST. LOUIS, Mo., Jan. 19.—Some of the members of the Republican national committee's sub-committee on convention, are in the city and the remainder are expected to arrive tomorrow.

MISS BELLE MULHALL, WHO IS SOON TO WED AUGUST BELMONT.

Miss Belle Mulhall is regarded the most classically beautiful and most supremely fortunate young woman in St. Louis. She is now the center of all talk in the swapper circles by reason of the announcement that she is to marry August Belmont, of New York, just before the beginning of the Lenten season. Miss Mulhall is the daughter of John W. Mulhall, of the famous mural scene in the Plaines Hotel. The artist sought a representative type of French aristocracy which founded the city, and after a long search Miss Mulhall was

chosen to pose as the central figure. She is tall, slender, with dark hair and splendid eyes. Mr. Belmont has conducted his suit with the assistance of a prince, and the theater and dinner parties under his patronage have set a new pace for the members of the St. Louis four hundred. The marriage will take place early in February, but the ceremony will not be so elaborate as the bewitching beauty of the courtship might predict. It will be very modest, at the home of Mrs. S. C. Mulhall, in the city of St. Louis. The wedding tour embraces several years in Europe, and their future residence depends upon their own whims—with Paris, London or New York is the list of residence places.

row morning before the meeting with the local committee to make arrangements for the convention. John M. Ewing, of Wisconsin, who holds the proxy of Henry S. Payne, of that state, and John R. Tanner, of Illinois, with the proxy of Committee-man Campbell, arrived last night and are quarters at the Southern. Joseph H. Manley, of Maine; Mr. A. Hahn, of Mansfield, Ct., chairman and member respectively of the sub-committee, came in tonight accompanied by W. W. Johnson, of Baltimore. Richard C. Kerens, the St. Louis member of the sub-committee met them and held a short conference as to the work before them tomorrow. Powell Clayton, the Arkansas member, also arrived tonight with his family. Thomas H. Carter, of Montana, chairman of the national committee, and J. S. Clarkson, of Iowa, a member of the sub-committee, are expected to get in tomorrow morning. Col. Swords, sergeant-at-arms of the national committee, is also expected.

Charles A. Stone, of Chicago, secretary of the Illinois Republican committee, is at the Southern for the purpose of looking over the quarters selected for the Sucker state delegates and to have a conference with John R. Tanner, the Republican candidate for governor.

T. E. BYRNES, of Minneapolis, a member of the executive committee of the national Republican League of Clubs, is here to arrange for quarters during the convention for prominent Republicans of Minnesota. Tomorrow the sub-committee will meet with the local committee and look over the plans and complete arrangements for turning the north nave of the Exposition building into a convention hall.

One of the things to be done by the subcommittee is the election of sergeant-at-arms for the convention. Mr. Ewing has brought a candidate with him in the person of George M. Wiswell, of Milwaukee.

W. W. Johnson, of Baltimore, and Col. Byrnes, of Minneapolis, are also candidates for the office, which is one of considerable importance and much sought after. The sergeant-at-arms has the appointment of deputies, each state having a quota, and in addition has the power to control considerable patronage. Mr. Ewing has engaged six rooms at the Planters hotel for Wisconsin's governor and staff and a few other leading Republicans of that state. He expects to close a contract with the Lindell or Southern for sleeping rooms for the entire Wisconsin delegation. Arrangements have been made by a committee of prominent citizens of this city for the entertainment of the members of the subcommittee while here.

Mr. Manley said tonight that the national committee had given him power

to complete all arrangements for the convention and to sign the contract with the citizens committee. The allotment of tickets to the local committee, and all other matters pertaining to the convention arrangements will be decided tomorrow, when the two committees get together.

INGALLS HAS A BEEL.

D. & O. President Wants the National Presidency.

CINCINNATI, O., Jan. 19.—Since this city did not get the Democratic national convention there is now a movement to get the nomination. It is argued that no effort was made to secure the Republican national convention, as Ohio had a candidate in McKinley and if the Democratic convention had been held here no local candidate could have been consistently presented. The Cincinnati delegation that went to Washington last week to present the claims of this city to the national Democratic committee was headed by Melville E. Ingalls, president of the Big Four system, the Chesapeake & Ohio and other railways, and he is the man that a combination of business men and politicians are considering as a candidate who would command the confidence of business interests in these stringent times. The failure of James E. Campbell again to become governor and of Calvin S. Brice to be returned as

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NO MERCY FOR CUB.

WEYLER'S CAMPAIGN WILL BE PRACTICALLY A WAR OF EXTERRMINATION.

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