

BLAMES THE ROADS

PRESIDENT COOLICAN, OF THE WASHINGTON IMMIGRATION ASSOCIATION, TALKS.

SAYS THEY RETARD GROWTH

BY THEIR ENORMOUS RATES, AS COMPARED WITH TRAVEL IN OTHER WAYS.

RE WOULD HAVE THEM ASSIST

INSTEAD OF CONTRACTING THE WORK OF THE VARIOUS STATE DEVELOPMENT ORGANIZATIONS.

President James S. Coolican, of the Washington Immigration Association, has directed the following letter to T. L. Schurmer, of St. Paul, president of the Northwestern Immigration Association.

"It has been a matter of surprise to all who have taken an active part in the Western immigration movement since the convention held in St. Paul last November that so little progress has been made in turning the tide of immigration westward.

"Having devoted the whole of my time since said convention, endeavoring to induce those wishing to leave the overcrowded cities of the Eastern and Middle States to move westward and better their condition, I know, and am in a position to state positively, that the real cause of the very meager results of the work of the members of the Northwestern Immigration Association, is a poor showing on the part of the railroads.

"I have made a thorough study of the matter, and find that under present circumstances it is useless for us to continue our work, as the results do not warrant the labor, time and money expended.

"I find that the remedy rests entirely with the railroads. It may seem presumptuous on my part to say that their policy is a short-sighted one, but stern facts prove that such is the case.

"Out of our population of seventy million people in the United States, it is an acknowledged fact that 18 per cent of them are looking for a change of location, hence we have seven millions to work upon. How easy, apparently, to induce them to migrate to the West? But the railroad is the barrier.

"I have a colony now formed in Pennsylvania of five hundred families (over two thousand persons) who are ready to move to Port Angeles, and who are ready to pay the existing rates for passage and freight and will probably go South.

"It seems strange that one can travel from almost any port in Europe to New York on a palatial steamer, with all necessary accommodations, for less than \$50 per day, when from New York to St. Paul he has to pay \$10 per day for the privilege of sitting in a car, all other accommodations extra, and from St. Paul to the Pacific coast, a journey of less than four days he is obliged to pay \$40 for a second-class ticket, \$5 for a tourist berth and \$7 for food, total \$48, or \$12 per day.

"Does it cost as much to run a train of cars with say fourteen of a crew across the continent, a trip of four days, as to run a steamer with a crew of 120, across the Atlantic ocean, a trip of seven days? Certainly not.

ITS LINES YESTERDAY. IT IS BELIEVED THE WISCONSIN CENTRAL IS UNWILLING TO TAKE ANY ARBITRARY ACTION THAT WILL HAVE A TENDENCY TO CAUSE ILL FEELING IN THE WESTERN ASSOCIATION LINES, AND CONFIDENT THAT CHAIRMAN CAIDWELL WILL FINALLY, AND SOON, MAKE A RETURN IN HIS FAVOR, IS BEING POSTPONED TO THIS DATE.

Tomorrow the regular meeting of the local transcontinental association passenger agents will be held at the Ryan hotel. The modest circular issued calling the meeting says, among other things: "Business of general nature" will be considered. Under this indefinite announcement the Soo, it is supposed, will come in for criticism, that line having taken action that is regarded with disfavor by other roads of the association.

LARGEST IN ITS HISTORY.

Northwestern Road's Profits Very Gratifying of Late. Some interesting figures will be served up at the annual meeting of the Chicago & Northwestern railway, which will be held in Chicago on Thursday next. The company's fiscal year ended May 31. An official report of the road says that in consequence of the limited time an estimated annual statement can be submitted to the shareholders. The full report will be published a few days later. Advance copies of the report show that for eleven months of the fiscal year the Northwestern increased its gross earnings \$5,106,833, or a trifle over 19 per cent, \$4,900,000 of which was derived from the freight traffic. For the month of May thus far gross earnings exhibit an increase and the year will show gross earnings about \$3,200,000, or the largest in company history. The net earnings have increased in proportion to the gross, although in the past few months there have been many construction and capital items charged to operating expenses. The net result is expected to be very large, and according to the estimated statement, will be the largest in ten years—or since 1887—when the gross was \$21,212,717. The Northwestern, says an authority, "could very readily increase the rate of dividends on both its common and preferred stocks, the common being entitled to 7 per cent, and the preferred to 10 per cent before the common can receive more than 7 per cent, but the board of directors believe that it is wise policy to continue dividends on the common stock on the basis of 10 per cent, and the dividends declared the first week in June will be 3 1/2 per cent on the preferred stock and 2 1/2 per cent on the common."

BURLEIGH NOT RUNNING.

His Attorney Discovers the Sensational Story. W. A. Underwood, counsel for Receiver Burleigh, of the western division of the Northern Pacific, passed through the city yesterday with the Misses Underwood en route from New York to Seattle. In speaking of the receiver, Mr. Underwood said that the prospects for an early adjustment and reorganization were in every way satisfactory. Within a month after the sale, which takes place at Duluth June 25, Mr. Underwood expects the reorganization will be completed. Referring to the alleged candidacy of Receiver Burleigh for the United States senate, to succeed Senator W. C. Squire, whose term expires in November, Mr. Underwood said: "Burleigh is not a candidate for the United States senate, but he is strong personally and politically in Washington. He was unanimously chosen as one of the four delegates from the state to attend the Republican national convention at St. Louis. He will go there as a strong friend of the gold representatives. But I am certain he does not entertain any ambition to represent the state in the highest legislative body in the national capital."

FOUR LAKES READY.

Picnic Grounds Prepared for the Summer Season. Of the many pleasant resorts easily accessible to the Twin Cities the picnic and fishing grounds at Four Lakes, on the Wisconsin Central line, have always been a favorite. Many pretty cottages, equipped during the season by parties from the cities and the resorts on the lakes are always filled with fishing parties, who find the rarest sport in the depths of the cool waters. F. A. Greene and H. W. Brown, representing the passenger department of the Wisconsin Central, spent Sunday at Four Lakes, preparing the resort for the business of the summer season. The place has always been a favorite for picnic parties, and is especially popular among the larger parties of children—because of its accessibility. Nine miles from a fast train close to town, and distance is something to be thought of when little people are returning home from a summer outing.

GREEN BAY SALE.

Action of the Special Master Confirmed by Judge Seaman. MILWAUKEE, Wis., June 1.—Judge Seaman today overruled the objection of William S. Mowry, representing the original first mortgage bondholders of the Green Bay, Wisconsin & St. Paul railroad, to the sale of the property which was placed recently at Green Bay and confirmed the report of Special Master Hoyt. Mr. Hoyt received \$2,500 for selling the property. The court also ordered that the master pay \$165,000 of the purchase price to the mortgagees, and to protect the interests of Mr. Mowry, in case he secures a favorable decision from the court of appeals.

CHANGES MADE EFFECTIVE

In the Executive Staff of the Great Northern System. As announced in the Globe a week ago, John C. Eden, late general agent of the Eastern Railroad of Minnesota at Duluth, yesterday assumed the duties of general freight agent of the same company in St. Paul, vice G. O. Somers, whose time will hereafter be exclusively devoted to duties connected with the Great Northern. The office of assistant general freight agent, formerly held by H. G. McKicken, has been abolished, and Mr. McKicken has returned to Toronto, Ont., where he will be general agent of the Great Northern system.

CENTRAL WEAKENED.

The Free Bicycle Rule Not Put Into Effect. MILWAUKEE, Wis., June 1.—Owing to the attitude assumed in the matter by the Western Passenger Association, the Wisconsin Central company did not today inaugurate its announced rate of free transportation for wheelmen offered as baggage by passengers holding tickets over its lines.

PRINCESS ANGELINE DEAD.

Picturesque Figure Removed from Western Life. SEATTLE, Wash., June 1.—In the death of Princess Angeline, Seattle loses one of the most picturesque figures of pioneer days. She was the daughter of old Chief Seattle, after whom the town was named, and on account of the friendship of her powerful father, she was white among the reds. She was a native of the Northwest, and her life was a story of adventures. She was married to a white man, and they had a family. She was a woman of great beauty and intelligence, and her death is a great loss to the Northwest.

You will find one coupon inside each of two bags each four ounces of Blackwell's. Buy a bag of this celebrated tobacco and read the coupon which gives a list of valuable presents and how to get them.

BAD WHEAT SLUMP

A SHARP BREAK IN MINNEAPOLIS PRICES STARTED THE DOWNWARD MOVEMENT.

LOSS OF NEARLY TWO CENTS.

THE DECLINE IN THE FACE OF NEWS THAT WAS GENERALLY FAVORABLE.

CORN AND OATS FOLLOWED SUIT.

Provisions Were Active, but the Tone Was Weak and the Close at a Decline.

ENOUGH OF ALASKA MINING.

Returned Prospector at Sioux City Tells of Frightful Hardships.

SIoux CITY, Ia., June 1.—"Not for all the gold in Alaska would I spend another winter there," said a prospector who returned from the Yukon gold fields. He told of the hardships and dangers of the life in the wilderness. He said that the weather was terrible, and the food was scarce. He said that he had seen many men die of starvation and exposure. He said that he had seen many men go mad from the isolation and the hardships of the life. He said that he had seen many men who had been driven to suicide by the hardships of the life. He said that he had seen many men who had been driven to suicide by the hardships of the life.

DOUBLE LYNCHING.

Two Negroes Hung Up by a Mob in Georgia. COLUMBUS, Ga., June 1.—This morning a mob of 600 armed men broke into the Webber building during the trial of Jesse Slayton, charged with murdering a white woman. The mob forced its way into the building and hanged the two negroes. The mob then looted the building and set it on fire. The incident has caused a great deal of excitement in the city, and many people are afraid to go out at night.

A MEXICAN PRINCESS.

A Splendid International Wedding Celebrated in New York. NEW YORK, June 1.—Prudentia Vidauer Milmo, daughter of Senor Patricio Milmo, one of Mexico's wealthiest citizens, was made Princess Albert Radzwill today in the church of St. Francis Xavier. Archbishop Corrigan officiated at the wedding. The bride was accompanied by her father and a large number of guests. The wedding was a grand affair, and was celebrated with much pomp and circumstance.

FLOOD ANNIVERSARY.

Fatal Day Remembered by the People of Johnston. JOHNSTOWN, Pa., June 1.—The people of Johnston observed a second memorial day here yesterday in honor of the departed ones who lost their lives in the great flood, which occurred just seven years ago, on Friday, May 31, 1889. Over 2,000 people were killed, and thousands of homes were destroyed. The people of Johnston are still mourning the loss of their loved ones, and the anniversary of that fatal day is always observed with great solemnity.

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BULLS WERE BRASH

STRONGER SENTIMENT IN LONDON BRACED UP STOCKS IN NEW YORK.

THE RAILWAY LIST ACTIVE.

ASIDE FROM A FEW SPECIALTIES THE MARKET WAS VERY NARROW.

LATE TRADING LACKED INTEREST.

The Market Closed Firm, and, as a Rule, Gains Were Shown for the Day.

NEW YORK, June 1.—The bulls were encouraged at the resumption of business today by higher prices for American securities in London. Sharp fractional gains occurred in the leading stocks at intervals, and the aggregate of trading made a poor showing. The top figures of the day were scored in the forenoon session, mainly on foreign buying. The subsequent quotations were shaded on realization. Sugar moved up in sympathy with the general market, but soon developed a reactionary tendency, and yielded to last week's closing. Tobacco sold off on realizing, but was supported by insterst at the low point and recovered slightly. The trading in the railway list was fairly large considering the slim general total, but the market was very dull at intervals, and the aggregate of trading made a poor showing. The top figures of the day were scored in the forenoon session, mainly on foreign buying. The subsequent quotations were shaded on realization. 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