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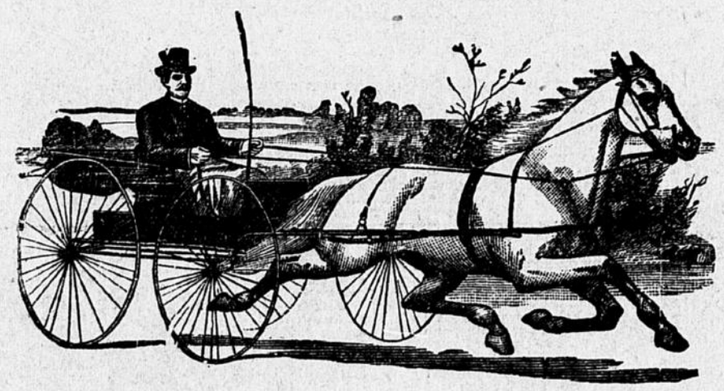

STATE BAR MEETING.

North Dakota Association Meets at Grand Forks.

Future annual meetings of the Bar Association of North Dakota will probably be held during the month of February, at a time when the supreme court is not in session. While the annual meeting at Grand Forks last week was largely attended and an enthusiastic one, there has been a feeling that the annual meetings should be held at a time when the attorneys of the state are not gathered together for supreme court work, and that regular programs and addresses by prominent legal gentlemen would add to the desirability of membership in the association.

The matter was informally discussed, and President H. A. Libby was directed to appoint a committee of three to act with the president and secretary of the association, to solicit addresses and papers and to generally arrange a program for the next annual meeting, the committee to fix the time and place for the meeting. President Libby appointed on that committee Tracy R. Bangs, Grand Forks; W. S. Stambaugh, Fargo, and Scott Rex, Grand Forks.

It is expected that this meeting of the association will be held in Grand Forks.

The sixth annual meeting of the association was held in the district court room at the court house, the supreme court taking an adjournment to rthe purpose.

The attendance was unusually large, and the meeting in every way an interesting one. President H. A. Libby and Dr. A. A. Bruce repesented addressed the association very briefly, the association at the annual meeting of the American Bar association at Narragansett Pier, made a report, in which he spoke of the great amount of discussion that developed at the meeting over trust and insurance subjects.

All of the old officers were re-elected, a sfollows:

President—H. A. Libby, Park River.

Vice President—John Carmody, Hillsboro.

Secretary-Treasurer—W. H. Thomas, Leeds.

The resolutions adopted by the Fargo Bar association on the death of the late John Hudson, a pioneer practitioner of the state, were adopted by the state association, and John Carmody, John Burke and B. F. Spalding were appointed a committee to prepare suitable resolutions expressing the regret of the association and the lawyers of the state at the contemplated removal from the state of Judge Guy C. H. Corliss, Grand Forks, and Fred B. Morrill, Fargo, who will engage in the practice of law at Seattle.

Seth Newman, Tracy R. Bangs and John Carmody were appointed a committee to prepare biographies of deceased judges and eminent members of the bar of the state.

SPLENDID ALFALFA.

Capt. Baker's Gold Medal Alfalfa Is a Great Profit Maker.

For some years Capt. I. P. Baker has been raising alfalfa on the bottom lands south of Bismarck. The crops have always found a ready market at good prices, so the acreage has steadily increased. So far this year two crops have been taken from the land and a third is about ready for cutting, and this without irrigation. With water on the land Capt. Baker is confident the yield would be doubled.

The entire crop of alfalfa grown on this land has been sold to Duluth parties at $7.50 per ton, making about $22.50, gross profit per acre. The buyers are so pleased with this alfalfa they would like to contract for quadruple the quantity raised and speak in the highest terms of it. The alfalfa raised on this land last year is that which took the gold medal at the St. Louis world's fair in competition with the entire United States.

After this there should be no question as to the adaptability of North Dakota for alfalfa, and should irrigation ever become general in this section this forage crop could be raised at an enormous profit. It is always in demand, and there is no danger of an overstocked market.

GRAIN MEN MEET JAN. 16.

Tri-State Convention Dates Are Fixed, but Place Is Undetermined.

The dates for the next annual meeting of the Tri-State Grain and Stockgrowers' convention have been fixed for Jan. 16-18. The place of meeting has not been determined. All the former sessions have been held in Fargo as it is centrally located for delegates from North and South Dakota and Minnesota. Citizens of the northern part of North Dakota suggested last year that Grand Forks have the meeting. It is scarcely probable that a change will be made. Incidental to the meeting of the big association there are a half dozen state associations, which hold sessions at the same time, and there are usually from 1,000 to 2,000 delegates in attendance.

The territory tributary to Westhope has produced a wonderful crop this year, but unless a large number of men can be induced to come here immediately much of the grain will be lost. Many farmers have been unable to procure help to shock their grain and the bundles are still lying on the ground. Threshing outfits are running with only half enough men. It is safe to say that 300 men could obtain employment at from $3 to $3.50 per day. The same conditions exist around Antler, fifteen miles west of Westhope.

J. J. HILL'S NOTABLE ADDRESS

He Discusses Agriculture, National and World Affairs at a County Fair.

James J. Hill, president of the Great Northern railroad, delivered an address at the Fillmore county fair at Preston, Minn., on Sept. 20, which is perhaps the most notable public utterance of the many he has made. It is of national, even world-wide scope, and is attracting great attention. He began by expressing his pleasure at meeting a strictly agricultural community and then made this contrast between Southern Minnesota and Northern Iowa:

In your state here, and you will pardon me for making some comparisons, that may seem, as comparisons often are, a little odious, comparing Southern Minnesota with Northern Iowa, the tier of counties on the line of each state, with nothing but the conventional boundary between them, they have advanced a little beyond you. Curious enough your farms average exactly the same in acreage. You have about 180,000 acres more than they have and they have the advantage in the one item of live stock. Now, they have no advantage in soil or climate over you. But they probably gave up the raising of wheat a little earlier than you did. They probably took up the care of live stock, of cattle and hogs earlier than you did, and for that reason their yield per acre, and I am speaking from the United States census, the records show that they are $1 an acre ahead of you.

Comparing Southern Iowa with Northern Minnesota he said the Southern farms realized $2 an acre more than the northern and added:

There is no calling in the world where a man can be more independent or happier than he who cultivates the soil—a man on a farm is an independent prince and he ought to succeed. Your future will depend more upon the cultivation of the land in an intelligent way and the restoration of the qualities of the soil that give good returns. Live stock on the farm is worth more than the price you can get for the live stock because the manure as a fertilizer is worth one-third of the market value of the feed you give the animal.

Following along this line, Mr. Hill proceeded to say that if they could sell their grain, hay or roots, feed them to their live stock and they would get one-third more than the market price of the feed.

I want to say to you, cultivate your land. Take good care of it. Nothing will pay you as well. Stock raising means more to you and to the country.

Keep the Farm.

Keep your farms. Cultivate them; cultivate them well. Stand by your state agricultural farm. To-day I want to call your attention to this. I have taken ever since it was started the greatest interest in the state farm. There is but one change that I would make if I could, and I would make that in the interest of the school. I would separate it from the state university, because to-day it is only an attachment. It is strong enough and it is of more importance that the boys and girls of the State of Minnesota shall be educated to take advantage of and to intelligently cultivate the soil.

Everything that is of value in the world comes from four sources. The sea,—we have not got it. The forest,—our trees are counted, and in a very few years Minnesota will have no forests that are of any value. Theoretically we have twelve years of standing timber. Of course they won't cut it all in twelve years, but that will be because they reduce the rate at which it is cut each year.

Proceeding, he said the mines were next to the forest, but the farm in Minnesota produces more value, more gold every year than the mines of any state in the Union. When mines are dug out they cannot be reproduced, but crops can be reproduced indefinitely. The mines will not grow again, but the crops will. He urged them not to sell their farms, but keep them for their boys and girls.

He then related the circumstances of the great drouth in the northern part of the state in 1883, and how to encourage diversified farming he bought between 800 and 900 thoroughbred bulls and between 6,000 and 7,000 Berkshire pigs and scattered them throughout the northern part of the state and Dakota. Speaking of his recent visit to the North Dakota state fair, he said:

Practical Example.

I saw as fine cattle there as I ever saw in my life and I brought them over from Great Britain and had paid as much as $5,000 for a cow. I had more pride in seeing these cattle, because among the lot there was one animal that took the sweepstakes last year in the Dominion of Canada; in July he took the sweepstakes in Winnipeg in the province of Manitoba; in Grand Forks he took second prize, was beaten to a standstill by a North Dakota bull. I had a little feeling of pride creeping up my throat when the owner told me that he was a descendant of one of the animals I sent up there. They will get along prosperously together or will be poor together.

Mr. Hill continued at some length to expatiate upon the importance, advantages and independence of the farm life, and then took up general matters which might be termed national. Along this line he said in part:

Government Policies.

There are two main essentials to all successful and happy effort; industry and character in the man as a private individual, and honesty and intelligence in his acts and in the acts of those who are chosen to represent him in the life of the state. You cannot get along without either the one or the other. You are all affected, directly and permanently, by the quality and the acts and the policies of the government under which you live. If that is low or dishonest it will react upon you eventually just as surely as if you received into the intimacy of your family life some man of bad conversation and corrupt example. If that is unintelligent, mistaken or wilfully misdirected, it will affect you just as certainly as if you continue to use a plough that merely scratches the surface of the soil instead of turning it over, or carry your products to the lowest instead of to the highest market. It is your place to keep just as sharp a guard set upon these public issues and the way in which they are met as you do upon your own personal expenses and the actions of those who work under your personal orders.

Are your representatives—I speak in the broadest and most general way, for your representatives will compare well with those of other states—of the highest moral quality and fiber, and are they doing those things which are most clearly conceived to benefit you, the people, and not some interest aside from and antagonistic to your own? It will profit us all to think seriously about these matters, for the responsibility for them cannot be evaded or shuffled off.

War on Graft.

And first as to honesty, which is the main thing. You all read the papers; and it is a chief stay and hope of this country that the diffusion of intelligence and an intimate acquaintance with what is happening elsewhere has become so general. For that reason the extension of the rural mail service is to be classed as one of the real achievements of our time; one fit to rank with the spread of education in our schools. As thus familiar with events, it is scarcely necessary that I should remind you that the effort of patriotic men almost everywhere is to establish and maintain a standard of honesty and decency in public life. There is no word more familiar, as there is none more ominous in America to-day, than the word "graft." It shoots from the mouth like the spit of a rifle ball, and it is doing as deadly work as that weapon in the hands of a murderer. Great commonwealths are to-day as comparatively in the hands of mercenaries as a captive in the power of brigands holding him for ransom.

Real Men in Office.

You can have, perhaps, no higher duty than that of stamping out every tendency toward this evil. Have you always tested the sincerity and the honor of the men who appealed to you for public support? Have you never given your aid to a man because he was supposed to be "smart" as a candidate for a place whom you would not for a moment trust to represent you in a business transaction? Have you never sent to office a man whose record was not what it should be? And have you never given your representatives, in state or nation, to understand that they would win your approval and a continuance of the honors they covet by getting the most numerous and the largest appropriations for unnecessary undertakings in your city or town or district? If you have, then remember that reform must begin at the fountain head, the people. And as a state or a city or a nation has no revenue, has no money except that which is taken out of the pockets of individuals through taxation, if you have winked at or tacitly rewarded this practice, then you have encouraged and promoted graft. No man and no nation ever was or ever will be rich enough to withstand the continuous attack of unrebuked peculation; and no national or individual character can be pure enough to remain unsullied by a toleration of a low standard of honesty.

Now we come to another particular in which it becomes you to test these gentlemen who serve you and to ask every politician for his credentials. Let us see what they have done for you. You, by your unaided efforts, by unremitting toil and saving, and the brave venture to wrest a living from nature, have accumulated certain resources of which all these varied forms of wealth that we see about us to-day are typical. To what extent, if any, have you been hindered by the various measures that will be quoted, as they have been quoted, in evidence of the care that has been taken of your interests?

Two Main Needs.

Your main needs are two: an adequate market in which your products may be sold at a fair price, and an opportunity to purchase those things that you need which the farm does not supply. To what extent have these been furnished to you, and in what condition do you stand with reference to them?

As far as your grain is concerned, you must sell in the markets of the world. There is no escape from that. The wheat of Southern Minnesota and the wheat of every other country on the face of the earth will bring to the farmer the price that is fixed in the world's markets. The great consuming nations, with Great Britain at their head, must have bread. They purchase it where they can, seeking all who have wheat and flour to sell. And by the competition of all these sellers, India and Russia and the Argentine and Australia as well as the United States, the price is settled. Have you been helped there? Of a truth it is impossible to help you in any way but one, to which we will come presently. The average politician, who does not give you credit for the intelligence that you possess, will tell you that you have been helped, have been "protected," as he will call it, by placing a tariff on wheat and other products of the farm. But you know better. You know that a tariff on imports of an article which you do not wish to import, but which you have for sale in vast quantities, is as useless as a steam heating plant in August. In the year ended June 30, 1904, there were imported into the United States just 6,852 bushels of wheat in all. How did the protective tariff protect this? This last year there were imported 3,102,585 bushels. Either figure is totally insignificant in a country whose own wheat crop runs from 600,000,000 to 800,000,000 bushels. But the fluctuation itself shows, since the tariff remained unaltered, that the latter has nothing whatever to do with the matter. Your grain and your dairy products and your live stock are beyond the reach of all such assistance. The market in which your grain, cattle and hogs are sold is not affected by them at all. And consequently, whatever you may think or may say to the gentlemen who tell you that a tariff has been enacted for your benefit, you may reply with great confidence that, as far as sales of your products are concerned, it profits you no more than an edict against immigration from the moon.

There is one way, however, in which you may be helped, and that is by lessening the cost of transportation. What you get for the yield of your farms is the price where the consumer lives, less the cost of carrying the article from you to him. That cost you have to bear. Anything that diminishes it is money in your pocket; and when any one advises you that you are vitally interested in decreasing the cost of transportation he is telling you the truth. But how is this to be brought about?

No one can arbitrarily send out a proclamation that such a service shall be performed at such and such a charge. The business of transportation is like all other business in this: it must be conducted on a business basis. The cost of it can be lessened only by economies growing out of increased volume. So he does most for you in this respect who opens new markets, secures new customers and helps to swell the volume of products and of purchases. This is the way in which the diminution of the cost of carriage has been effected, and the change is greater than has occurred in the price of almost any other commodity. The average receipts per ton per one hundred miles of all the railroads in the United States were $1.99 in 1870, $1.17 in 1880, 91 cents in 1890, 74 cents in 1903, while in Great Britain it is $2.35 and on the continent of Europe from $2.10 to $1.70. The Great Northern railroad has been reducing its rates progressively for the last twenty-five years. The records of the company and of the state railway commission show that, if its freight tariffs had not been altered in that time, if it had charged throughout until to-day the rates that were then in force, it would have received more than $676,000,000 more than it has received during the twenty-five years, an average of over $27,000,000, and this a reduction on one road, and I am as proud of that as I am of being here with you. That is a measure of what has taken place as rapidly as the growth of the business permitted and made prudent. And I need not tell any of you who read the papers and keep in touch with the events of the day that this work is still going on, and that the crops raised this year in the Northwest will be sent to market on the lowest freight rate ever made in the whole history of the Northwest.

Railroad Rates.

How has this been accomplished? By seeking to build up the country, by studying how to develop its resources and its prosperity, by inducing settlers to come and till the vacant land and by taking care of those already here. By careful business management and by recognizing the essential partnership between the man on the soil and the railway which serves him. And I want to ask you as you study these figures to say whether these results, so beneficial to yourselves, could ever have been reached through a policy of antagonism and force. Some of the politicians will tell you that railroad rates must be fixed by order of the government, and that this is the reason why they must be kept in public life. It is an easy prophecy, because it is an obvious fact, that railroad rates in this country would decline more slowly under government control than if fixed by those who have intelligently managed the railways. No public body would dare to make reductions so sweeping as those that have been made voluntarily by the railways. Unless the people on its lines are prosperous the railway must be poor. They suffer together or prosper together, and this condition will always remain. Those who make the rates with full knowledge of all the facts entering into them will make them as low as possible because that means more people, more acres under cultivation, more business for the railroad company to carry, more earnings and more profits. It is the right and the duty of the government to secure fair treatment and to prevent discriminations; but when any man says that he is anxious to have political place in order that he may help place the rate-making power in the hands of the government, and subject the fortunes of thirteen billions of capital, of millions of employes and tens of millions of customers to the caprice or the self-interest of politicians, then the history of railroad rates in this country as compared with those charged anywhere else in the world, and the history of rate reductions down to the present time, constitute a sufficient contradiction.

Mileage Tariff.

The government cannot discriminate between ports or places. It must deal with an absolutely equal and impartial hand with all. Therefore, it would be obliged, sooner or later, to ordain a strict distance tariff; that is, the charge for carrying commodities would have to be apportioned to the number of miles in the haul. The low charge for the long haul would disappear, and freight would pay a mileage tariff. Now to some that would make little difference; but you here in Minnesota, in the center of the continent, distant from 1,500 to 2,000 miles from all the great markets, about whom a big circle might be described and have its circumference sweep along the coasts of the Atlantic and the Pacific and the gulf of Mexico—you would be the most heavily tariffed people in the world. When men ask for your support or demand your praise on any such grounds as these, it will be well for you to bring them to the challenge of the facts and of common sense.

Then, as to the markets in which you buy. How are you situated there, and what advantage do you owe to those who have settled your conditions? It would seem evident to most people that a system which permits the same article that you must have for your household or your farm to be carried abroad over thousands of miles of ocean and sold in distant markets at a price anywhere frm 5 to 50 per cent less than the price that is charged to you is not in your interest. It is because of that system that we pay annually an unknown amount of unearned profit on a total of some twenty-five billions of dollars which is the estimated volume of our domestic trade; that is, the buying and selling that goes on among ourselves. It is because of that and in order that it may not be changed by the fraction of a hair that the treasury deficit grows and promises now to reach $50,000,000 annually, and to require the imposition of other taxes, such as you have never heretofore consented to pay save in time of war and as a part of the sacrifices that it imposes. Is this to your satisfaction, and is this the form of service that will call forth your gratitude and receive your continuing indorsement?

Panama Canal.

Mr. Hill took up the subject of the Panama canal, treating it at considerable length. He argued that it could not be relied on to supply new markets. He cited the opinion of an expert, Mr. Harold Boice of the treasury department, who had written an elaborate article taking the same view. His argument was fortified by statistics showing how small an amount of our products the South American states could possibly use. He quoted Mr. Boice as saying that if we could secure one-half the imports of Asia, that traffic in one year would pay the cost of the canal and leave a balance of $300,000,000. He expected the canal would be made, but it would not bring market results.

Scarcity of Lands and Irrigation.

He considered the growing scarcity of agricultural lands and the defects in our land laws which allowed speculators and great combinations to secure millions of acres, to the exclusion of farmers. He highly commended the national irrigation movement, saying the work now under way would redeem 60,000,000 acres, and he had no doubt in the end many times that amount.

Markets.

The final question of all was securing markets for our products, he said.

Our exports of commodities the product of agriculture for the year 1904 were valued at $853,643,073, and were 59.48 per cent of all our exports. Our exports of manufactured articles were valued at $452,415,921, or 31.52 per cent of the whole. The ratio is very nearly two to one. Moreover, the tendency is for the former to increase while the latter decreases. In the commercial war upon us which has already heard the firing of the first gun, it is the manufactured article that will be banned by the severest prohibition. But upon all that we have to sell the disadvantage will fall. Our statesmen assumed that we alone could use a protective tariff to advantage, overlooking the very simple process of other nations meeting one tariff with another. The rest of the world has been wonderfully patient. It has taken no notice until we began to be thought of not exactly as a dangerous competitor in manufactured commodities, for we are not yet, but as a possible one. Then it took counsel, and the new German tariff is the first step in a league where we shall find all Europe commercially banded against us. What are we going to do about it? Where are we going to find our markets; and especially the market for the immense product of our soil that will continue to be our main resource and dependence

There are enough people within direct reach of us in Asia to require our entire annual wheat crop if each person consumed only the trifling amount of two bushels per annum. We have studied that trade and prepared for it. We have helped to build it up, and put millions of money into the greatest steamships that ever sailed the seas to serve it. We did these things in order that we might be able to make a rate under which this Oriental trade could live. For these people cannot pay high transportation charges; they will buy in some other market; and you cannot send wheat from the interior of the United States across half the continent and the whole breadth of the Pacific ocean if you have a big or even a reasonable mileage charge.

Well, we have met with obstacles at every step; not the obstacles that busy men have a right to expect and know how to meet, such as the shrewdness of competitors or the difficulty of conquering material things, but interference with plans and regulations and rules and orders that can serve no purpose except to make impossible the maintenance of this new market. These customers are outraged by a policy that insults their national dignity and their personal self-respect until they determine to buy no more of us. These ships, instead of meeting with reasonable encouragement, are hampered and tied down by regulations which make it as costly as possible to operate them. These rates, which are the essential parts of the whole affair, are destroyed by laws that put us at the mercy of every foreign tramp that floats the seas. And this, mind you, not in behalf of any home interest that might suffer, for these ocean rates do not concern the domestic producer more than they must be low enough to admit him to outside markets, but only to the annoyance and detriment and discouragement of American foreign trade in the great staples that you help to produce and that must continue to enter increasingly into our dealings with other peoples. The total foreign commerce of Japan and China amounts to $750,000,000 a year in round numbers. It is destined to increase and multiply at a rate that will astonish the world, and we might have the lion's share of it if we only exercised common sense and business prudence and patriotic foresight.

Open Market.

This problem of the market is your problem. This fallacy that the United States ie getting control of the markets of the world needs to be studied into and honestly answered. Because our highly protected manufacturers are able, by reason of the big prices they charge you, to send a certain portion of their output abroad and sell it for half what you pay, we are not conquering the commercial world. The market belongs to the man who makes the lowest price; and in the United States, where it is a matter of both pride and principle to pay labor well, the high wage rate stands like a wall across the way of ultimately successful competition with countries where hours are long and wages low, and prices correspondingly reduced. With the new adjustments and policies now in favor among the nations, we shall presently see this market severely restricted. It is for you to take care that you do not lose, at the same time, your markets abroad for the breadstuffs and provisions, the raw cotton, the great products of the soil out of which your wealth must come. It is for you to see that other markets, instead, are opened for the enterprise of yourselves and your children.

Mr. Hill concluded with another appeal to stand by the agricultural school and not continue it as an annex to the state university in order to secure appropriation to educate the sons and daughters of people who are able to pay for their education.