

ATTRACTIVE LANDSCAPE GARDENING DELIGHTS ALL WHO HAVE SEEN IT

The Beautiful Flower Gardens of Southern California Reproduced at Home, in Missoula—Surely the Garden City of Montana.

Professor Reitz of the Garden City Business college, its owner and builder, is no longer looked upon as a man of one talent. It is true he is recognized as a man of superior ability as a business educator. This is his acknowledged specialty, and yet the public is often at a loss to really place this man at his best, as they watch him from day to day and year after year. He is a man that does things. He has not only built up the highest standard business training school in the great northwest, but he has built for himself and his school a handsome home. When Missoula needed a man who had backbone and energy to build a bridge across the Missoula river it was this man that came forward and answered the call. The bridge was built and has lived longer than its builder had hoped for and any of us had expected. This bridge has been and is today worth thousands of dollars to the business interests of this city.

The latest exhibition, surprise and recognition of Professor Reitz's artistic mind and fine ability is the beautiful landscape gardening done this

season around the college campus. There are hundreds of people in Montana every year who go to California to see the beautiful flower gardens of that tropical region. There are still thousands who would go if they had the time and money to make the trip. It is no longer necessary to make a long trip to see the beautiful in landscape gardening. All one has to do is to go to South Missoula, visit the grounds at the Garden City Commercial college and you, too, will say it is the prettiest place you have ever visited. Every child, man and woman, boy and girl in the city of Missoula should visit this garden before Jack Frost touches his icy hand upon the pretty flowers and beautiful foliage. Today is Sunday; take a few hours off and see Missoula's beauty spot. It is charming to look upon. The handsome ornamental cement fence Professor Reitz is placing around his college grounds is all the more valuable and artistic, as it is so the work of his own hand. The citizens of Missoula should feel proud of such a progressive and public-spirited citizen. Go to see the garden today. You should not miss it.

NEW ENGLAND DAY OBSERVED

ARRIVAL OF THE MAYFLOWER AND LANDING OF THE PILGRIMS A FEATURE.

Seattle, Sept. 11.—The good ship Mayflower, sailing over Lake Washington, the smiling coast of the Alaska-Yukon-Pacific exposition this morning, anchored and 102 Pilgrims landed in small boats on Plymouth rock at the foot of the Fay Streak and were welcomed by 100 friendly Indians. Thus began New England's day at the world's fair, 15,000 New Englanders residents in Seattle taking part in the celebration as spectators or actors. The Mayflower is an exact replica, with a mainmast 81 feet high. The people who landed from her bore the names and costumes of the original Pilgrims. After a powwow with the Indians the manifesto was signed, prayer was said and the procession made its way through the Fay Streak to the Puritan Inn, where a dinner was eaten.

In the afternoon exercises were held in the exposition auditorium. A poem "The Landing of the Mayflower," written by Sam Walter Fotherly for the occasion, was read. Among the speakers were former Governor Rollins of New Hampshire, father of "Old Home Week," Colonel R. C. Goodell of New Hampshire representing Governor Quayle and former Governor John H. McGraw of this state, a native of Maine. A series of tableaux depicting scenes in New England history were presented. At night there will be special fireworks, including a blazing picture of the Mayflower, and a reception and ball in the Washington state building.

PEONAGE PRACTICED COMMISSIONER SAYS

Spokane, Sept. 11.—John Clifton Elder, representative of the congressional immigration commission, who has come to Spokane to inquire into labor and immigration conditions in the Inland Empire and the Pacific northwest, said in an interview that peonage is practiced in lumber and construction camps and on the iron ranges in Minnesota, and in railway camps in North Dakota, as well as in other parts of the country. He added: "I found more cases of peonage in Minnesota in four days by my own efforts, unaided, than I did in all my investigations in the south with the aid of the department of justice, which offered every assistance while I was making inquiries in the southern states. The most common form is for the employer to advance money to the men for transportation or other purposes, and then force them to repay it, obliging them to work at low wages. In some instances force was used to intimidate the men, while in others even the police and the courts were used."

M'COY IS ACCUSED OF EMBEZZLEMENT

Seattle, Sept. 11.—M. P. McCoy, United States examiner of surveys was arrested today on the charge of embezzlement. It is said, of more than \$7,000. McCoy and his wife lived in a fashionable neighborhood here and the arrest caused surprise. In default of \$5,000 bail McCoy was locked up in the county jail. His hearing was set for September 29. McCoy has had charge of money for payment of employees in the survey service. He is accused of issuing checks to dummy employees, which checks were cashed by an accomplice of McCoy.

Now is the time to enter the Garden City Commercial college.

BUSY DAYS IN LOLO CANYON

THERE IS STIR FROM THE VALLEY TO THE SUMMIT OF THE IDAHO DIVIDE.

Where once the trailing travails of Chief Joseph's Nez Perces scratched along the slopes of Lolo pass there now rise clouds of dust enveloping the long freight wagon procession that moves up and down the trail to Idaho. Where once the rattled gutters of the red men were the only sound that disturbed the mountain-locked silence there now echo the hoarse calls of the muleskinners as they urge their teams up the long slope to the summit of the Bitter Root range, soon to be sealed by busy lines of railway. Where the thin streamer of smoke that rose from the guarded camp fire of the Indians on their invading journey was all that dimmed the blue of the sky above there now hover dense clouds that send from the huge fires kindled by the small army of men that is clearing a way through the timber for the road of steel that is to open to Missoula a new territory of inestimable wealth. Lolo pass is the busiest place in western Montana these days.

The little town of Lolo, that has for years stood watch at the entrance of the long pass that winds from the Bitter Root valley to the crest of the divide and then drops over into the Idaho valley on the other side, has taken on a new guise. All its life it has nestled snugly against the western wall of the Bitter Root valley, its only excitement being the regular arrival of the trains each day or the passing of a chugging automobile on its way up or down the highway between Hamilton and Missoula. But its scene is changed this summer. Its two streets are thronged and from morning till late in the afternoon it looks like the entrance to a county fair on a lively day.

Along the Trail.

For there are things doing at Lolo. The railway surveyors have left their stakes along the old trail, accurate guides for the construction crews that are now crowding into the valley and up the pass to begin the building of a new line of railway. Long teams of mules come jogging down the trail to pick up the waiting loads and then go toiling back up the winding way with supplies for the winter camps that will be the scene of the next construction activity in western Montana. Grading outfits are being dispatched up the pass; tented villages are springing into life along the trail; piles of lumber indicate where there will be warehouses or office buildings for the contractors; the transformation of Lolo pass has been started.

And through the timber that lines the mountain slopes sturdy axmen are hewing a wide path for the road of steel that is to unite two of the greatest valleys on the face of the earth—the Montana Bitter Root and the Idaho Clearwater. The privacy of the pass has been invaded and the silence of ages has been broken. The crash of falling trees, the steady blows of the axes, the crackle of the flames that consume the slashings—all these are new sounds in Lolo pass that mark the passing of the old and the beginning of the new.

It is an interesting trip up the Lolo pass these days to the restful journey's end that lies at the hot springs near the summit. It is a dusty and toilsome journey, but there is something at every turn to engage the attention of the traveler—something which tells of the transition which is now going on and tells of the new and better things that are in store for the districts that are soon to be united by the line through the pass.

Clearing the Way.

Everywhere along the trail there is the stir of preparation. The axmen have practically completed their work and there is a broad swath cut through the timber that indicates where the Northern Pacific line will be built. The contractors are assembling their outfits at a rate which promises early and lively construction. There is some difficult work ahead; deep cuts are to be made in the side hills and there are numerous tunnels to be driven; the line is to have a gradual slope to the summit; there will be few ups and downs. There has been no turning aside for anything; it is as direct a line as could be laid out from the valley to the mountain top. And when the line reaches the hot springs, up close to the divide, it is more than 100 feet up on the side of the mountain above the meadow below the source of the hot water. In this respect the situation is similar to the Milwaukee's route at Seltice in approaching the St. Paul pass.

There has been a good start made toward building a town at Woodman, half way up to the summit. This has been for years the stage station on the trail, and the indications are that here

will be a town on the new railway. Already there is a store building; there is a restaurant and a lodging house; there is a saloon, too, and here, also, is to be established a wholesale meat distributing station, from which the beef supplies for the camps will be handled. A sawmill is to be started here right away, and Woodman at present is one of the busiest places on the trail.

Saloons.

There will be plenty of saloons along the trail if the county officers permit them. Already there are some substantial buildings that have been designed for use as dispensaries of liquid refreshments; there are one or two of the owners who have invested rather heavily in the expectation that their business would be permanent. But they reckoned without their host and they have found a railway man who is not in sympathy with their notions of what is essential to the success of railway construction work. Present indications are that there will be some licenses that will be out of a job.

Whether it is true or not, the story that is told of how the petition for the revocation of these Lolo licenses came to be presented is a good one. The tale that is told about town is that there were two well-known men in one of the local hotels one night not long ago, discussing the prospects of doing business on the Lolo trail in a saloon. One of them was disposed to question the permanency of the business, saying that he had known of cases where a railway builder had stopped just such a plan as was being talked about. "That's all right," was the comment of the other of the two; "it is easy to fix any of these railway engineers and contractors." Now it happened that there was a railway engineer sitting within earshot in the hotel lobby and he heard the comment. He didn't say anything then, but there was a protest filed with the commissioners soon after, which asked that all saloons on Lolo be put out of business. The story may or may not be true, but it is a good illustration of the folly of talking too much.

SELKIRK MOUNTAINS IN WASHINGTON STATE?

Spokane, Sept. 11.—This is something about the latest decision of the United States geographical board which declares in a ruling, just received by the local chamber of commerce, that Spokane is in the heart of the Selkirk mountains. Amateur geographers and experts drawing salaries from the state of Washington and the government of the Dominion of Canada formerly showed the range in the province of British Columbia but all that is upset now. The geographical board has spoken. Here it is: "Selkirk mountains in northwestern Washington and northern Idaho, limited on west and southwest by Columbia river from the international boundary to the mouth of the Spokane river, thence southward by edge of Columbia basalt plateau to the vicinity of southern end of Lake Coeur d'Alene, and east to Purcell trench."

L. G. Monroe, secretary of the Spokane Chamber of Commerce, announces he will wager \$1,000 against three red apples that the surveyors were lost when they fixed the foregoing boundaries.

GREAT VINEYARDS TO BE ESTABLISHED

Spokane, Wash., Sept. 11.—Arrangements have been completed by the Inland Empire Vineyard company, organized in Spokane with a minimum capital of \$25,000, to establish the most extensive vineyards and the largest wine and grape-juice producing plant in the United States. Jacob Schaefer, president of the concern, says the vineyards will be on the Clearwater and Snake rivers, near Lewiston, Idaho, and Clarkston, Wash., where all varieties of European grapes thrive. Albert Angermayer, a grape culturist with 25 years' experience in Germany, reports that many parts of the Inland Empire are better adapted to grape-growing than some of the famous districts in Germany and France as the dreaded phylloxera cannot exist in the volcanic ash soil. He announced that the company has options on more than 5,000 acres of land in the Inland Empire, adding that 2,000 acres will be planted to grapes early in the coming year.

TEAM IS KILLED.

Hamilton, Sept. 11.—Two horses belonging to Barton W. Hendrickson were killed by the afternoon passenger train near the encampment of the United Veterans, near Grantsdale, this afternoon. The animals had been turned loose and strayed onto the right-of-way.

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