

Dr. Melvin R. Gilmore an Authority on Early Aboriginal Agriculture

Traces Some of the Common Varieties of Food Plants to Original Sources.

INDIANS WERE

AGRICULTURISTS

Most people in this country, of the now dominant European race, seldom give a thought to the aboriginal economic conditions which prevailed here before this country was Europeanized. They seldom think of the pre-Columbian utilization of the natural resources of this continent by the people of the native American race. They do not consider the myriad possible uses of plants and plant products by the people of the native tribes. We of the European race have not been accustomed to think of those of the American race as agriculturists at all, much less have we given thought to the contributions made by that race to the world's agriculture.



Dr. M. R. Gilmore.

No doubt the beginnings of agriculture, with our own race, and with every race, was simply the gathering and storing of supplies of wild plant products, and proceeded by the stages of intentional dissemination and cultivation, selection and improvement of stock into myriad varieties.

When European explorers first visited the Atlantic shores of North America they found the native tribes to be agriculturists, living in villages of permanent houses. And as the explorers advanced into the interior of the continent they found similar conditions to prevail as far as to, and including, the Missouri River valley. So from the Gulf of Mexico to the St. Lawrence river, the Great Lakes and the region which is now North Dakota, the tribes were cultivating the soil. On the high plains and in the Rocky mountains the tribes could not grow crops because of the unfavorable conditions.

The crops cultivated by the tribes in the region above defined consisted of corn, beans, squashes and pumpkins, gourds, sunflowers and tobacco. According to the testimony of some of the early explorers, it appears that in the southeastern part of the continent they also raised peanuts and sweet potatoes. It seems that all these crops except the sunflower were introduced from the south, from Mexico. Their wild prototypes grow there; which would indicate that they were there first brought into do-

GOOD WORK

Proper Food Makes Marvelous Changes

Providence is sometimes credited with directing the footsteps by so simple a way as the reading of a food advertisement.

A lady in Missouri writes, "I was compelled to retire from my school teaching because I was broken down with nervous prostration.

"I suffered agony in my back and was in a dreadfully nervous condition, irritable, with a dull, heavy headache continually, had no appetite and could scarcely digest anything. I was unable to remember what I read and was, of course, unfit for my work.

"One day, as if by Providence, I read the testimonial of a lady whose symptoms were much the same as mine, and she told of how Grape-Nuts food had helped her, so I concluded to try it.

"I began with Grape-Nuts, a little fruit, and a cup of Postum. I steadily improved in both body and mind. Grape-Nuts has done more for me than all the medicine I have ever taken. I am now well again and able to do anything necessary in my work.

"My mind is clearer and my body stronger than ever before. 'There's a Reason.' Name given by Postum Co., Battle Creek, Mich.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

garden beans except the little white "navy" bean; that we brought with us from Europe. The world owes the aboriginal farmer for all kinds of pumpkins and squashes, and cultivated sunflowers. The sunflower is native to the plains of the west and was brought under cultivation here and passed from tribe to tribe eastward until it reached the tribes of New York and New England. From them it was obtained by the French and English and taken to Europe, where it has become a most important agricultural acquisition in some countries, especially Russia, where it is grown for food and for oil. A curious related fact is that it has escaped from the fields and run wild on the steppes, reverting there to the wild form, and presenting every appearance of its wild relative on our western prairies with which the Indian tribes started in their domestication of that plant.

A great handicap to the primitive American farmer was the lack of iron tools; for they had no iron before the coming of the white men. Another lack was the absence of horses. The horse was not native to North America and was first introduced by the Spaniards. Previously the only beast of burden in North America was the dog. So the cultivation of the ground was entirely hand work. And the tool used was a hoe, made from the shoulderblade of a buffalo or an elk. The reader may imagine the immense labor which was required to develop and extend the above named crops over the continent, acclimated and ready to our hand when we arrived in the New World.

CITY PAVING PROPOSITION SEEMS WINNER

(Continued from Page One)

Bismarck, which has stood the test of very heavy teaming for a number of years, is of vitrified brick, the most expensive, but at the same time probably the most durable of all materials. The crocote block referred to has no connection with the old crocote piles driven in to the roadway vertically, which Bismarck folk have jotted and bounced over in Chicago and other of the older cities. This type of paving has been abolished. The crocote block is similar in shape and size to brick, is laid in the same way, and it forms a smooth, resilient paving, whose wearing qualities are greatly enhanced by a thorough treatment with crocote.

Special Paving Commission. To assure Bismarck the very best type of paving at the best possible price, a member of the city commission has suggested that there be named to work with that body a property-holders' committee consisting of men familiar with public improvement work and who are capable of making a thorough investigation of the paving question, as it has been solved in other cities.

With an expenditure of \$450,000.00 in view, the capital city can well afford to proceed slowly and with care. This committee, it has been suggested, should visit Evans, Forts, Twin Cities, where it can go into the paving experience of these cities and bring to Bismarck the profit of their mistakes and their good judgment.

Big Saving Possible. It has been estimated that as high as ten percent on the total contract can be saved by cutting the entire "job" at one time. If half of this amount can be saved, large property-holders urge that the big district is justified on this ground alone, to say nothing of the prestige which it will bring to Bismarck. There is no criticism of the extent of the district, except on the part of property-holders, in outlying sections, not included in the original plan, and for these special petitions, covering their own particular communities, are being circulated.

Enthusiasm General. No project which Bismarck has ever undertaken has met with such general enthusiasm and universal support. There is no opposition apparent in any quarter; everyone is boasting with a true Bismarck spirit for an improvement which they realize has long been needed, and whose coming will place the capital city in the foreground of North Dakota municipalities.

Expense Not Great. Bismarck is a \$10,000,000.00 corporation. The improvement contemplated will cost less than half a million, and it will add to the value of Bismarck property many times that amount. The average property-holder expends in paint and repairs every two years as much as it will cost to pave in front of his premises. The paving, once in, is good for at least a generation. No repairs should be required within that length of time. And every year the paving will earn the city a big dividend in the saving on the upkeep of streets; in the elimination of ninety percent of our sewer and storm drain troubles; in freedom from dirt and dust and mud and in the vastly improved appearance of the paved district.

Cannot Afford Delay. Big property-holders back of the movement feel that Bismarck can no longer afford to greet her visitors with a mud-hole at her front door. Bismarck is too big, too progressive, its future is too full of promise, they contend, for it to continue to be held back by its lack of so economical a necessity as well-paved, well-kept, trim and neat street, curbing and parking strips.

By the time the first block of new paving is opened to traffic every red-blooded individual in Bismarck will, the advocates of this project believe, be an enthusiastic paving booster; everyone will want it, and it will then be merely a question of supplying the demand.

twenty-five percent more to me this very minute, just on the strength of my paving talk, and it will be worth twice that amount when there is a clean, smooth pavement in front of it."

SKOVGAARD, THE GREAT VIOLINIST.

Bismarck will have the pleasure of hearing Skovgaard, the great violinist from Copenhagen, who is today without a peer as an artist. His playing is full of temperament and his technique is something of the most wonderful anybody has ever heard. According to the German newspapers, Skovgaard can be compared very favorably with Ole Bull and Paderewski, just as the selections he plays are the most delicate compositions ever performed at any concert.

Skovgaard never tires his audiences with long, classical compositions; he chooses his program in such a manner that he can have an opportunity to show people, both the marvelous tone he can entice from his wonderful Stradivarius violin, as well as his great technique.

The past two years have been the

most successful of Skovgaard's career. He has not only captured London and Berlin with his pre-eminent performances of the masterpieces of the violin, but the British Isles and Germany as well.

He was brought directly from Berlin by Walter Damrosch, of the New York Symphony Orchestra, where he played a series of solos and captured the metropolis of America.

The tickets will range in price from \$2.00 to 50 cents. The price is unusually low, when the merit of the program is considered. It is not often that Bismarck audiences have the pleasure of hearing such an artist as Skovgaard.

People sending their cows to the herd will have to lead them out past the boulevard on Twelfth street or take them some other street, or I shall tie them up. Have set out trees and am going to seed the boulevard in front of my houses to grass and won't stand for having things trampled down by the town herd.

A. HILLSTRAND.

Ford Beats Smith Out by 5,186

Lansing, Mich., April 22.—Henry Ford, of Detroit, was the choice of 5,186 more Michigan voters for the republican preferential nominations for president than was United States Senator William A. Smith, of Grand Rapids, at the recent state-wide primary. Official primary figures, made public here tonight by the state canvassing board, gave Ford 82,058, Smith 77,872, William G. Simpson, Detroit, 14,365, Theodore Roosevelt 1,704, Justice Charles E. Hughes 303.

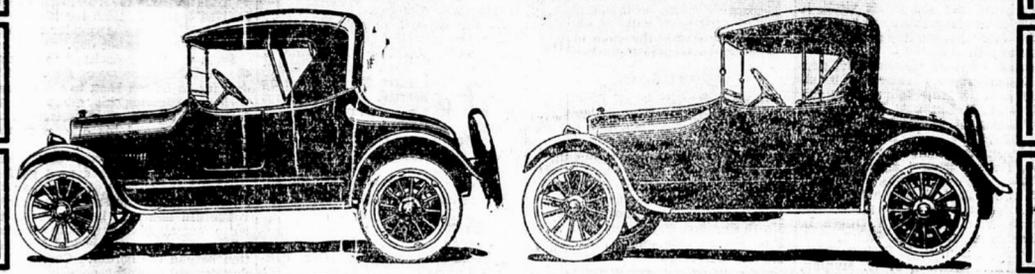
President Wilson, who was not officially opposed for the democratic nomination, received 84,720 votes. William Jennings Bryan, with 124 votes, led a scattering field of candidates

whose votes were written in the ballot; Henry Ford, 55, and Theodore Roosevelt, 20.

NAMED HEIR TO \$500,000

Omaha, Neb., Eber Smith, traveling salesman of this city, has received notification from San Bernardino, Cal., that he was named sole heir to the estate of Thomas Simpson, a California rancher, who died a short time ago. The estate is valued at \$500,000. Two years ago, it is said, Smith saved Simpson's life, when a forest fire was sweeping on Simpson's California ranch house, where he lay alone, suffering from a broken leg. Smith was the only man among the fire fighters who care to attempt the rescue. With wet gunny sacks about his head, Smith made his way through the fire and carried Simpson to safety. He did not see Simpson again, but the rancher remembered him and for saving his life, willed him all of his property.

REO



FOUR-PASSENGER "SIX" \$1250.

THREE-PASSENGER ROADSTER FOUR \$875.

This Is Reo Year

EVERYTHING POINTS to that—everything indicates not only that the coming year will be the greatest Reo has ever known, but that the Reo policy and product will exert a greater influence on the automobile industry than ever before.

ALREADY YOU'VE NOTICED the tendency to emulate Reo in many features of design and construction—the "Sheerline" body of the New Reo Six is the acknowledged fashion plate, while Reo cantilever springs, Reo control and countless other mechanical features are being imitated as nearly as may be.

BUT AS THE YEAR PASSES you'll see more evidence of Reo influence on the trade generally.

FOR EXAMPLE, there's a greater divergence of engineering ideas this year than ever before. There's more types of motors and of cars—and no one dominant type.

OUT OF THAT CONFUSION—that babel of tongues arguing about and disputing over countless new and radical ideas—will come the decision that most or all of them are only engineering fallacies.

REO HAS BEEN CRITICISED for what some term our ultra-conservatism.

WE DON'T MIND—that has been the chief factor in the splendid Reo success. We don't change easily or often so we make less mistakes than others.

WE DON'T EXPLOIT our friends—so we keep them. We hold as sacred the confidence of Reo buyers—and as a result, this industry knows nothing that quite equals the loyalty of the Reo clientele.

AND SO WE SAY that this year of radicalism; this year of wild experimenting; this year of confusion will prove to be the Reo year—because it will vindicate as no other year has, the Reo policy.

IF YOU ARE of an inventive or an adventurous turn, this is a great year to gratify your propensity for experimenting.

BUT IF YOU ARE one of those more serious minded persons who want value for your every dollar; who buy an automobile for service, not for the stunts it will perform:—

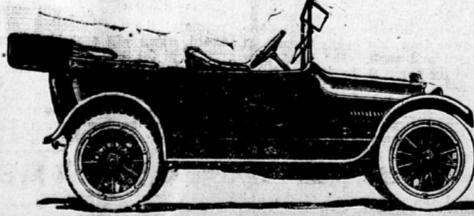
AND ABOVE ALL if you'd be certain when you draw your check that you are getting the best there is to be had in Simon-pure automobile value and the lowest in maintenance cost—then come along with us—for this is Reo Year.

WE INVITE VISITORS TO CALL ON US AT OUR SALES-ROOMS, MAIN AND THIRD STREETS, BISMARCK, N. D.; HAIDER BUILDING, MANDAN, N. D., OR THE LEXINGTON HOTEL BUILDING, MINOT, NORTH DAKOTA

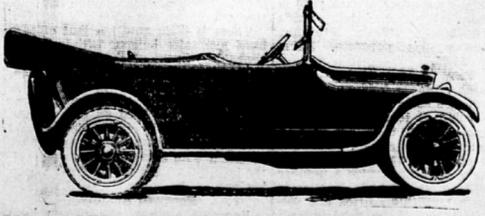
Western Sales Company

F. O. Hellstrom and L. E. Opydyke, Proprietors.

BISMARCK MANDAN MINOT



REO "FOUR"—FIVE-PASSENGER \$875.



REO "SIX"—SEVEN-PASSENGER \$1250.

Grand Theatre
STRICTLY FIRE PROOF
Best Equipped and Ventilated Motion Picture Theatre in Bismarck

MONDAY, APRIL 23
Matinee 2:30 5 and 10c
Eve. 7:30-8:45 10 and 15c

DANIEL FROHMAN Presents
The Celebrated International Star
Gabey Deslays

"Her Triumph"
A positive classical Motion Picture treat of the year.

TUESDAY
GEORGE KLIENE Presents
Irene Fenwick in the [Noted Comedy]
"The Commuters"