

The River Press.

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STOCKMEN SUFFER LOSS.

There is again complaint among northern Montana shippers of livestock that railroad transportation facilities are not sufficient to handle the traffic, and in many cases considerable loss has resulted to owners of cattle and sheep that have been shipped to market. Inability to secure cars on the date for which arrangements had been made, and slow runs while the shipments were en route, have operated to deprive shippers of some of the profits they would have otherwise obtained. The livestock has deteriorated in condition and weight, thus reducing its market value; and in several instances the shipments have reached the market on what are known as "off days," when there is usually less demand and lower prices than at other times.

That northern Montana shippers are not the only victims of these unsatisfactory conditions, is evident from recent editorial remarks in the Drovers Journal. This Chicago authority, in discussing what it calls "a crime against shippers," makes these comments:

Some railroads which serve the long haul territory of the west are practicing methods of handling livestock shipments that are little short of criminal. Shippers of sheep and lambs and western cattle, as well as from range territory, are complaining bitterly of their treatment and losses that result from the practices of the roads.

According to complaints made by most reputable men it has become common practice with the western roads to sidetrack full trains of livestock headed for market and give right of way to trains of empties going west. Owners of this livestock are compelled to stand at times for forty minutes to an hour or more along some siding waiting for some train of empty cars to be hustled through undisturbed on its way west.

At this time of year the damaging results of this process are extreme. Livestock shrinks enough if given the quickest possible run to market. When a train is compelled to stand for an hour or more on a siding in such broiling heat as has been experienced in the northwest during the last few weeks the loss by shrinkage is much increased. The effect of heat, as well known to the occupants of passenger cars in hot weather, is much worse when the train is standing than when running, and every hour the livestock stands on sidings increases shrinkage greatly.

Big shippers from the west declare that there is as yet little evidence of benefit from the thirty-six hour law which has been put into effect, as the railroads seem inclined to take advantage of it in the way of sidetracking trains of livestock at will between unloading points rather than to increase speeds, and continue to utilize old feeding points rather than to arrange to give shippers the full benefit of the law.

An earnest effort was made by big shippers of the west to have incorporated in the law revising the old twenty-eight hour law a minimum time limit for livestock trains of eighteen to twenty miles an hour, but the railroads very easily defeated this plan of the western men. They now continue to operate their trains on an easy time schedule or no schedule at all, and the weights of the shippers' consignments for market continue to lose out through the slats about as badly as before.

The plan of giving trains of empties or lumber and grain right of way over trains of perishable stock is little short of criminal process, and the railroad which seeks to do the bulk of the business from competitive territory in the west should speedily abolish that plan of handling freight traffic which is causing so much dissatisfaction to livestock shippers.

THE DEMOCRATIC STATE PLATFORM.

While partisan critics will question the sincerity of the platform adopted by the political party to which they are opposed, the fair-minded voter will give the promises of each party careful consideration and use his best judgment as to whether or not the platform pledges will be redeemed. For the information of intelligent northern Montana voters who have been advised as to the main features of the republican state platform, the principal planks of the democratic declaration are given in these extracts:

"We demand a railroad commission law under which the people will be protected from railroad injustice, the railroad commissioners to be appointed by the governor, to hold office until their successors shall be elected at the next general election.

"We demand the passage of a law that will make it a criminal offense for state or county officers to accept passes from transportation companies doing business in this state, or for

such companies to give the same. "We demand that the property of railway companies be assessed for taxation at its full cash value, as the law requires, and we advocate the enactment of a law providing for the ascertainment by a railroad commission of the value of all railroad property within the state as a basis for assessment as well as for fixing rates by such commission.

"We insist that adequate legislation be passed by the next legislature to regulate the trusts which may now be doing or which may hereafter seek to do business in this state, with the object in view, particularly, to penalize the combination of buyers of cattle and wool within our state—an abuse that imposes a most oppressive burden upon two important industries of it.

"We pledge ourselves to use every effort in our power to carry the amendments to the constitution of the state to be voted upon this fall relative to the initiative and referendum, the eight hour law and the prohibition against working children of tender years, and pledge democratic candidates for members of the legislature to work and vote for effective laws putting the amendments into operation.

"For the safety of the public and of railway employes, we demand a law limiting the hours of labor of railway employes, and providing for the inspection of locomotive engine boilers by the state boiler inspector.

"Profits of public money belong to the people and should be paid into the state, county and city treasuries. We pledge democratic candidates to ask and vote for a law or laws which will turn such profits on public funds into the public treasury. We denounce the republican legislature of 1905 for its willful violation of its pledge to turn the interest on public money into the treasury, and we demand that the attorney general of this state bring action against any state treasurer who may have violated the provisions of the constitution prohibiting the making of a profit out of public money.

"We demand the repeal of the primary nomination law, and the enactment of a primary nomination law applied to the whole state and to all the state officers, including United States senators, so as to get the best substitute for the direct election of senators, which we advocate.

"We favor the election of United States senators by direct vote of the people, and to that end urge our representatives in congress to use their influence and to vote for the submission of an amendment to the constitution of the United States making such provision.

"We favor submitting under the referendum amendment a compulsory arbitration law that shall provide for the adjustment of differences between employers and employes.

"Thoroughly believing that the next president of the United States will be a democrat, we ask the co-operation of the people of Montana in our efforts to elect a democratic legislature in this state, in order that we may have a United States senator in Washington who will be in accord with the principles and policies advocated by that peerless leader and friend of the people—William Jennings Bryan."

TAX DODGING.

The subject of tax dodging has been frequently discussed by Montana public officials and newspapers, and many allegations have been made regarding the disposition of the average taxpayer to avoid the payment of obligations incurred by the possession of taxable property. In this discussion, the owners of livestock have been frequently represented as the principal offenders; it has also been alleged that railroad property escapes with an assessment that is far below its actual value, and that some other classes of taxable property are not assessed as the Montana tax laws require.

While some of these allegations may be true, direct and convincing testimony to that effect has not been produced by the critics. There has recently developed, however, a flagrant case of tax dodging that has been uncovered by testimony given in court proceedings, and which deserves the attention and condemnation of the Montana public.

For several weeks past there has been in progress in Butte a hearing in what is known as the "smoke" case from Deer Lodge county. In this case, several Deer Lodge ranchers seek protection from damage alleged to have been caused by smoke and poisonous fumes from the big Washoe smelters at Anaconda, and have applied to the court for an injunction to restrain the Washoe company from operating the plant that is alleged to be causing them serious loss and damage. Among the witnesses who recently gave testimony in this case was E. P. Mathewson, manager of the smelters, who was called upon for information as to the value of the Washoe plant. The substance of his testimony is reported by the Butte Inter Mountain in these words:

"The Washoe smelters at Anaconda have been constructed at a cost of approximately \$9,500,000, which includes

all of the construction work done up to the last day of last June. If an injunction were granted permanently restraining the company from operating its plant, the value of the entire concern would depreciate to just what the machinery could be sold for, which, in the estimation of E. P. Mathewson, the manager of the smelter, would be about 10 per cent., or less than \$1,000,000. These statements were brought out this morning in the "smoke" case, which has been resumed before Master-in-Chancery Oliver T. Crain, sitting in the grand jury room on the fourth floor of the federal building."

The Washoe smelting plant, according to the sworn testimony of its manager, represents an outlay of \$9,500,000. The plant is located in Deer Lodge county, and the total assessment of all classes of taxable property in Deer Lodge county this year is only a little over \$5,000,000, according to returns made by its public officials.

The populous and wealthy city of Anaconda, with its large and modern business blocks, hotels, banks and handsome residences is in Deer Lodge county. Scattered throughout the county are about 12,000 residents, whose possessions in taxable property should not be less than the average of other Montana citizens; and the valuation of railroad property in the county is over \$640,000. To this large list of visible property that is subject to taxation should be added the value of a big smelting plant which its manager says is worth \$9,500,000—and yet, with all this taxable property in view, the assessment of Deer Lodge county is stated to be only a little over \$5,000,000.

There appears to be something wrong with the assessment of taxable property in that part of Montana.

To Prevent Accidents.

American railroads kill off their passengers 22 times as fast as do the railways in Great Britain—and still the American public submits to the outrage. But they are beginning to awake to the terrible truth and a popular outcry for protection is growing in strength daily through the activity of the press. And close upon the heels of this demand comes the announcement in the Technical World magazine for October of a new system of automatic cab signals for locomotives, embodied in an article entitled "Protecting Running Trains," by Frank C. Perkins. A very simple and practicable system has been devised by two German engineers for the protection of trains through the delivery by means of an electric contact rail of audible or visible signals in the locomotive cab. The device is fully described and photographs show how the system works in actual operation. The necessity of something of this kind will, it is believed, soon force railroads in this country to adopt an automatic signaling system for the protection of their passengers.

Cooking Without Fire.

WASHINGTON, Sept. 25.—By the direction of Commissary General Sharp of the army, experiments have been made at the practice camps this summer and fall of a fireless cooker. The cooker has been used by the army for some time in an experimental way, but this fall it has been tried under severe service conditions. The results have been particularly satisfactory both to the officers of the commissary department and to the men in the field. The cooker now in use has four compartments and weighs empty about 120 pounds. It will hold 20 gallons of food, enough to supply a meal to a company of infantry or a troop of cavalry.

Death in the Prize Ring.

PORTLAND, Maine, Sept. 25.—A boxing match at the Portland auditorium last night between Terry Martin and Jack McKenzie of Philadelphia came to a sudden termination in the fifth round with the collapse of McKenzie and his death ten minutes later. Just before the close of the round, Martin delivered a hard blow over McKenzie's heart. McKenzie staggered back, but immediately recovered and returned two blows before the gong rang. He went to his corner, and while his seconds were administering restoratives, he suddenly became unconscious and died just after being carried to his dressing room.

After Alberta Mormons.

WINNIPEG, Sept. 25.—Mounted police are taking vigorous measures to rid southern Alberta province of polygamy. The practice has been brought into Canada by Mormons from Utah. Several cases have been ferreted out, and the Mormons have been given the choice of living with one wife and sending the others to Utah or being deported to the United States. It is claimed that although polygamy is not openly practiced by these people, it still exists, and that many Mormons favor it.

Searching For Deserters.

WASHINGTON, Sept. 25.—Marines have been deserting the barracks on Mare Island, California, at a rate which made it necessary for Brigadier General G. F. Elliott, commanding the marines, to detail a second lieutenant and several experienced enlisted men as a squad whose sole duty is to search San Francisco for deserters.

So great has been the demand for laborers in San Francisco that repre-

DEMOCRATIC STATE TICKET.

T. J. Walsh Nominated For Congress, Judge McClernan For Associate Justice.

BUTTE, Sept. 25.—Hon. T. J. Walsh, of Helena, is the democratic nominee for congress, and Judge John B. McClernan, of Butte, is named for associate justice. Both nominations were made by acclamation, as the culmination of a convention without a ripple of contest.

Mr. Walsh, in his speech of acceptance, pledged himself to labor assiduously in the campaign and in congress, if elected, to justify the action of the convention, which he characterized not so much as a gracious bestowal of honor as a call to duty incumbent upon every voter to restore the state to democratic ranks. He praised the administration of President Roosevelt for its defiance of republican leaders and its advocacy of reforms. He explained the popularity of Folk, LaFollette, Hughes and other leaders as due to their exposure of graft in high places and the exploitation of corporate wealth for political ends. He branded the republican national committee as the chief offender and said that the future historian of the party will date its downfall from the moment it began taking the money of widows and orphans from insurance companies, with an implied promise of protection from investigation of misdoings of the officers of the companies. The story of the great and growing wealth of the country, he said, is no longer read with unalloyed delight by thinking citizens; he is convinced that the greater part of the increase is diverted to the great trusts and monopolies, to perpetuate the system by which the unjust distribution has been brought about.

Though it had been anticipated that there might be two candidates for the nomination for congress and perhaps three for the nomination for associate justice when the calls for nominations were made, it was found that there was only one candidate for each place, and Mr. Walsh and Judge McClernan were unanimously nominated, by acclamation, amid scenes of remarkable enthusiasm.

United States May Intervene.

HAVANA, Sept. 25.—It is declared, on very high authority, that American intervention in Cuba is certain. Furthermore, it is expected that the proclamation of intervention will be issued from Oyster Bay.

The moderate party, which six weeks ago was in absolute control of every office in the island, national, provincial and municipal, is tonight determined to abdicate everything and compel the United States to intervene. In fact, every government official, from President Palma down is sincerely anxious to force such intervention, rather than yield to any one of the terms offered by the liberal party and those in arms against the government.

A Utah Coal Trust.

SALT LAKE, Sept. 25.—That the railroads are to blame for the high price and periodical shortage of coal in Salt Lake was the conclusion to be drawn from the testimony presented before Commissioner Chas. A. Prouty of the interstate commerce commission today. At the close of the hearing the commissioner stated that the inquiry stood adjourned until Thursday morning at 10 o'clock, when the investigation will be resumed in Denver. Mark Hopkins, who opened two coal mines at Cumberland, Wyo., was sworn as an expert today. He said that coal could be placed in cars at Wyoming and Utah mines for \$1 a ton and allow a reasonable profit. The present price on board cars is \$2 a ton. Salt Lake dealers pay \$3.75 for the coal, laid down, and the consumer pays \$5.25 a ton.

P. J. Quealy, manager of the Kemmerer (Wyo.) Coal company and Thomas Sneddon, superintendent of the Diamondville mines, admitted that their output could be increased to prevent the annual winter shortages, but said that the railroads did not furnish cars to carry a larger product.

An attempt was made to show that the Union Pacific railway carries supplies for its mines at a lower rate than they quoted to independent operators, but this was not substantiated by direct testimony.

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sentatives of labor agencies have been visiting Mare Island urging the marines to desert the service and engage in work in San Francisco, where able-bodied men are paid as high as \$5 a day for wheeling brick and mortar and doing other work to clear the city of debris. Appeals by the marine corps to the San Francisco police were futile. The police refused to arrest marines who deserted the service and engaged in work in San Francisco.

Crooked Banker Sentenced.

CHICAGO, Sept. 26.—Paul O. Stensland, to whose self confessed embezzlement of \$400,000 was due chiefly the collapse of the Milwaukee Avenue State bank, was given an indeterminate sentence in the penitentiary within three hours after his arrival in Chicago today from the east, and before another three hours had elapsed, the convicted banker had begun service of the sentence at Joliet.

Stensland pleaded guilty on two indictments, one charging embezzlement and the other charging violation of the state banking laws. A fine of \$120 was imposed on the latter charge, which was based upon the acceptance of \$60 in deposits after the bank was insolvent. The sentences imposed, which will operate concurrently, are from one to five and from one to ten years, making the longest term the prisoner will be compelled to serve not more than ten years.

Bad Wreck On the Wabash.

DANVILLE, Ill., Sept. 26.—Passenger train No. 8, of the Wabash road, running from Kansas City to Buffalo, N. Y., known as the Buffalo mail, and due in this city at 4:52 p. m., ran into an open switch west of Catlin, Ill., early today and crashed into a section of a freight train. All the passenger cars but one were turned over and burned. Four are known to have been killed and several others are missing. Thirty-seven injured are being taken care of at the local hospitals.

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