

The River Press.

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SHOULD REFUND THE TAX.

Considerable discussion has resulted from Governor Toole's recommendation that the large cash balance in the fish and game warden fund be diverted to state purposes.

Governor Toole's suggestion that the surplus funds be transferred to the state general fund, and used to defray public expenses, is vigorously opposed by critics who contend the money should be used for the purpose for which it was collected—to protect the fish and game supply of Montana.

There is merit in this contention, but it is proper to recall the circumstances under which revenue for the fish and game warden fund was collected for several years.

This illegal tax for fish and game warden purposes, produced a revenue of approximately \$20,000 a year for several years. Finally the county commissioners of one or more of the counties refused to make the levy, having been advised that it was a violation of the constitutional provision relating to the limit of state taxes.

In view of the fact that Montana taxpayers for several years were held up and required to contribute to the fish and game warden fund, in which many of them had no interest whatever, an equitable adjustment of the account could be made by transferring at least a part of the present surplus to the general fund of the state.

THE ANTI-PASS BILL.

The pass evil is the subject of attention in the legislative assemblies of several states in which it now exists, and various measures are being proposed for its repression.

In the Montana legislature a bill has been introduced by Senator B. F. White, of Beaverhead county, to prohibit the giving or issuing of free tickets, free passes or free transportation to passengers by common carriers doing business in this state, excepting to their own employes and other classes specified.

"Sec. 1.—From and after the passage and approval of this act, it shall be unlawful for any railroad or railway company, operating wholly or in part within this state, or for any common carrier whatever, to issue or give any free pass, free ticket or free transportation to any passenger except to its employes and their families, its officers, agents, surgeons, physicians and attorneys at law; to ministers of religion, to inmates of eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work; to indigent, destitute and homeless persons; to inmates of national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge; and boards of managers of such homes; to necessary care takers of livestock, poultry and fruit; to employes on sleeping and dining cars, and express cars, and to linemen of telegraph and telephone companies; to railway mail service employes, postoffice inspectors and immigration inspectors; to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the common carrier is interested; persons injured in wrecks and physicians and nurses attending such persons.

"Sec. 2.—Any common carrier, subject to the provisions of this act, or any authorized agent of same who shall violate any of the provisions hereof, shall be deemed guilty of a misdemeanor, and for each offense, on conviction, shall pay to the state of Montana, for the use and benefit of the common school fund of the state, the sum of not less than one hundred dollars and not exceeding one thousand dollars, and any person, other than those excepted in this act who shall use any such free pass or free ticket or free transportation in any form, shall be subject to a like penalty."

Utilizing Waste Materials. Sawdust was looked upon at one time as waste material, but during the last few years a process has been discovered which has given sawdust a value greater than that of solid lumber. By the use of hydraulic pressure and intense heat the particles are formed into a solid mass capable of being molded into any shape and of receiving a brilliant polish.

Factories have been erected in this country and Europe for converting pine needles into "forest wool." This is used for mattresses and furniture and for manufacture into hygienic articles such as undervests and chest protectors.

Preacher Would Be Lonesome.

It was at the conclusion of a revival service conducted in a tent on Lime-kill pike, above Washington lane, Germantown, one evening recently that the enthused revivalist before pronouncing the benediction said: "Now all of you who want to go to heaven stand up." So far as the minister could see everybody in the tent arose.

Dixon's Merits Recognized.

A Washington dispatch to the Anacosta Standard gives this interesting bit of political gossip: Senator-elect Joseph M. Dixon was informed by the president today that if he had not been elected to succeed W. A. Clark in the senate, the president was prepared to give him the appointment of commissioner of the general land office.

Peculiar and Pertinent.

The most extensive cemetery in the world is that of Rome, in which over 6,000,000 human beings have been buried. The German emperor has more servants in his employ than any other monarch. Altogether they number over 3,000, about two-thirds of them being women.

Sunflower Philosophy.

No man ever gets a pain in his back from carrying his neighbor's burden. This scarcity of railway passes must seem passing strange to the politicians.

Few magnifying glasses are powerful enough to enable a man to see his own faults. Nothing pleases a man with a well-developed sense of humor so much as setting two chronic bores to boring each other.

Must Double Track Its Road.

SEATTLE, Jan. 23.—That the Northern Pacific had reached the limit of its capacity as a single track railroad was the principal defense put forward to the condition of freight congestion that exists on the sound by C. M. Levy, third vice president of the road, and B. E. Palmer, assistant general superintendent, at the investigation by Interstate Commerce Commissioner Lane today.

Mr. Levy said that the road had contracted for improvements, which were either under way or soon would be, and additional equipment which would mean an expenditure by the Northern Pacific of \$75,000,000 in the next year and a half. The improvements consisted of the Portland & Seattle railroad and the installation of double trackage on the west end of the road would do much to relieve the situation. The completion of the Portland & Seattle will give the Northern Pacific two tracks from Spokane to the coast.

"Prints All the News." If any reader of the RIVER PRESS considers it worthy of recommendation to friends, the favor will be very highly appreciated by its publishers.

STOCKMEN IN SESSION.

Members of National Livestock Association Hold Annual Convention.

DENVER, Jan. 22.—President Murdo MacKenzie's annual address was the main feature of the opening session of the tenth annual convention of the American National Livestock association which assembled at 10 o'clock today in the Broadway theater in this city.

President MacKenzie referred to previous grievances stockmen had against the railroads, saying that one of them—exorbitant freight rates—had been covered by sections of the rate bill, but the only way shippers could derive any benefit from the measure was to carry their complaints of unjust rates to the interstate commerce commission without delay.

He told of efforts to have the law amended which requires that livestock in transit be unloaded for feed and rest every twenty-four hours, and said that only partial success was had. The law was changed so that by written request of the shipper stock could be held on the cars for thirty-six hours.

"During 1906 there has been to my knowledge more complaints of poor service by the railroads than in any year in the past, and unless something is done to compel railroads to give a reasonable speed limit to perishable goods in transit, such as livestock, it will create such a loss that ultimately stockmen will have to abandon the business."

"I would suggest that all shippers who are members of this association keep a record of the rate of speed made by the railroads of all shipments of stock in transit, and whenever it is found that a loss has been incurred through failure on the part of the railroads to make reasonable time, a suit should be instituted for the damages sustained by the shipper."

"There is another question which has forced itself upon our notice during the past year, and that is the absolute failure of the roads to supply cars for the shipment of stock upon proper notice. There are some people who contend that regulating the rates by the federal government retards the building of railroads, but I would go a step further: I would like to see a law passed prohibiting the construction of a railroad until, first, the owners of such railroad could show that they had equipped the road already built with cars and motive power to supply the demands of the public and that they had sufficient funds to equip the railroad which it intended to build."

"I would like to see a law passed prohibiting railroad companies from paying any dividends on stock, especially watered stock, until they first could show that their roads were properly equipped. I think a bill is pending in congress that I believe will give us the necessary relief."

North Dakota Wants Relief.

ST. PAUL, Jan. 22.—North Dakota is covered with snow of an unprecedented depth. Whole communities are isolated, and every railroad line in the state is at the mercy of the elements. Not a train from North Dakota has arrived here for three days, and the officials have no definite idea when traffic will be resumed.

The blizzard of Saturday was the worst the northwest has known in half a century. In the mountain districts monstrous snow slides have covered the tracks from fifty to seventy-five feet deep. The most strenuous efforts of the Great Northern road are not sufficient to clear the tracks. The Soo road is completely demoralized.

WASHINGTON, Jan. 22.—The coal famine in North Dakota has become so serious that Senator Hansbrough will confer with the president to see if federal means cannot be found to relieve the situation. Telegrams appealing for relief were sent to the interstate commerce commission by Senator Hansbrough today. The commissioners have called the attention of the railroads interested to the renewed complaints.

Fuel Famine Stops Trains.

PORTLAND, Jan. 22.—Railroad traffic is practically at a standstill in Oregon and Washington because of the inability of the companies to obtain fuel for locomotives. The car shortage, disastrous floods, landslides and snow in the mountains have all contributed to bring about a congestion in the two states that is without a parallel.

The Washington lines of the Oregon Railway & Navigation company are in a desperate plight for coal and an order went into effect yesterday practically putting a stop to freight traffic. The Northern Pacific virtually has placed an embargo on all traffic east from Portland. Livestock or perishable freight will not be received at Portland for points east of Ellensburg on the main

line and all other freight is subject to delay, which means that the delay may run into months. The main line is congested with through freight waiting on sidings until it can be hauled to the east.

Paid Bonus For Cars.

SEATTLE, Jan. 22.—Evidence indicating that lumbermen have been paying money to railroad employes to have cars "spotted" on their tracks, was introduced before Interstate Commerce Commissioner Franklin K. Lane at the hearing this afternoon on the car shortage question.

Charles E. Patton, president of the Reliance Lumber company and vice president and secretary of the Atlas Lumber & Shingle company, made the statement during the course of his examination. To say that the evidence of Mr. Patton was a sensation, would be putting it mildly.

Mr. Patton had been giving some facts and figures, showing that there was an apparent discrimination in the distribution of cars at Tacoma among the mills.

"How do you account for this discrimination," asked Commissioner Lane. "Only that somebody was buying cars," replied the witness. "What is a common salutation among lumbermen concerning the purchasing of cars?" asked Austin E. Griffith, who was conducting the examination for the lumbermen.

"Well, a very common salutation among lumbermen is, 'What is the price of cars today?'" said Mr. Patton. "The prices of cars run from \$1 to \$5 a car. The practice on the part of the railroad employes in selling these cars has been eliminated in the northern part of the state, but still flourishes in the south."

Amends Coal Land Order.

WASHINGTON, Jan. 24.—Secretary Hitchcock, by direction of the president, has issued an important amendment to the order withdrawing coal lands from entry, which will relieve many entrymen who have taken up lands in good faith. The order is in the shape of a proviso to the original instructions for withdrawal and reads as follows:

"Nothing in any withdrawal of lands from coal entry heretofore made shall impair any right acquired in good faith under coal land laws and existent at the date of such withdrawal."

Terms of Court, 1907.

CHOUTEAU COUNTY. Tuesday, March 19. Tuesday, June 18. Tuesday, October 22. VALLEY COUNTY. Tuesday, February 12. Tuesday, May 14. Tuesday, September 10. Tuesday, November 19. TETON COUNTY. Monday, April 8. Monday, August 5. Monday, November 4.

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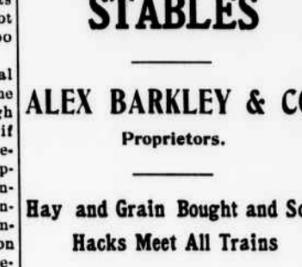
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