

The River Press.

Published every Wednesday Morning by the River Press Publishing Company.

A TIMELY WARNING.

The rush of landseekers to Montana may not prove of advantage to the state unless their anticipations are realized. In timely comment upon this feature of the situation, the Butte Inter-Mountain says:

There is food for reflection in the warning expressed by a railroad man who says that many homeseekers are being located on lands in this state under conditions that spell distress and ruin. More than a year ago the then state commissioner of agriculture, labor and industry pronounced the same warning in this newspaper and later the director of the government experiment station at Bozeman, who should be particularly qualified to give an opinion, said much the same thing. These two officials agreed that the greatest need of the state was not more settlers in the sense that every section of semi-arid land should be taken up, but better instruction for those already located so that they might make a success of their enterprises. It was urged that the conditions upon which the success of dry-farming depends are peculiar and that without knowledge of those conditions the ordinary settler would fail. Such failures, it was contended, would do infinite harm to the state and eventually retard the development to which we have a right to look forward.

Under favorable conditions, the dry land farmer will make a success of his work. But without doubt many persons are being induced to take up dry lands in this state who are without sufficient knowledge of conditions and who lack the necessary capital to insure the fulfillment of their plans. These men and their families have much suffering before them; perhaps they will be forced to admit failure in end and give way to others better equipped who will succeed where they failed. This was the experience of North Dakota and it has been the experience of every other "dry" country at the beginning of settlement. If we could profit by the experience of other states, we would not attempt to hasten the development of Montana in this way.

The hunger for land is spreading all over the country, yet it obviously is impractical for all impetuous city dwellers who feel the pinch of high prices of food products to attempt to farm. Men of skilled trades and those who are employed in the conduct of business enterprises ought to continue in their present employment unless properly equipped by training and capital to take to the farms. To grow things on a commercial scale, to be a producer of food products, is a laudable ambition and one that should be encouraged but no one can make a success of such ventures without some training and capital. With the latter, a man can secure his training in various ways and success will come to him in the end, but without means, the settler faces ruin with his first crop failure. Those of the latter class should not be led to barren tracts with the assurance that all he has to do is to plant his grain to insure a bountiful harvest. Too many locators in this state, impelled by the golden reward that follows effort, are misrepresenting conditions or allowing their clients to deceive themselves as to the chances of ultimate success.

At the same time, the cry of "back to the land" is not without its potency and the demand for more farmers and better farmers is the sure and only permanent solution of the troubles that come of under-production. Montana is indeed the land of opportunity for real farmers with sufficient energy and capital to develop the waiting land. For such the rewards are sure and immense, and the field as wide as it is inviting.

RAILWAY RATES.

Some curiosities in railway rates are discussed by a writer in Scribner's Magazine, who calls attention to the fact that formerly the only practicable means of transportation from the eastern part of the United States to the extreme western part was by water around Cape Horn. In 1854 the Panama railroad was built. After that goods were carried by water from New York to Colon; by rail from Colon to Panama; and by water from Panama to San Francisco. The first trans-continental railway was finished in 1869 by the completion at Ogden, Utah, of the Central Pacific from the west and the Union Pacific from the east. In that primitive period of railway history the traffic manager knew only one principle of rate making. He "charged what the traffic would bear."

Originally the railway rates to the Pacific coast from eastern cities not on the Atlantic ocean were more than from New York City and other Atlantic ports. But the steamship lines began "absorbing" the railway rates from cities such as Pittsburgh and Buffalo, to the Atlantic, thus making

the rate by rail-and-water from these places the same as by water from New York. The railways met this competition by also making their rates from places 400 or 500 miles west of the Atlantic ocean the same as from the Atlantic seaboard. The manufacturers and merchants at cities in the middle west demanded the same rates to the Pacific coast as were given Pittsburgh, Buffalo, etc., and the Atlantic seaboard. It was to the interest of the roads extending from the middle west to grant their demands. Consequently, in 1894 the rates to the Pacific coast were "blanketed"—that is, made the same—from all points within the United States east of the Missouri river.

Corresponding changes seldom have been made in the rates from the east or middle west to points in the western interior. The rates to these places are not directly affected by water competition, and therefore on traffic moving to them the eastern lines commonly exact their usual local rates to the end of their rails; and the western roads commonly exact their usual rates from there on. The distance to Seattle, Wash., from St. Paul, Minn., is 1,900 miles; from Chicago, 2,300 miles, and from New York, 3,200 miles. But the first-class rate to Seattle, whether from St. Paul, Chicago, or New York, is \$3 per 100 pounds. The distance to Spokane, Wash., from St. Paul is 1,500 miles; from Chicago, 1,900 miles; and from New York, 2,800 miles, but the first-class rate from St. Paul to Spokane is \$3; from Chicago, \$3.60, and from New York, \$4.35.

RELIGIOUS INTOLERANCE.

The agitation that has been aroused over former Vice President Fairbank's visit to Rome shows that the prejudices of the human heart concerning matters of religion are not yet wholly a thing of the past. True, men no longer burn each other alive because of differences in their religious belief, and happily the consequences in Mr. Fairbank's case are not as tragical and bloody as they might have been in a former generation, owing to the fact that society has become more humane in the manifestations of its beliefs. But religious prejudice still crops out occasionally and sometimes in a very marked form.

It seems that Mr. Fairbanks had arranged to pay his respects to the pope and to King Victor Emmanuel upon successive days. He had also accepted an invitation to address the local branch of the American Methodist church, of which he is a strong professing member, on a previous day. When these facts were made public, it was politely intimated to the distinguished American that if he kept his engagement to address the Protestant churchmen his visit to the pope would be highly distasteful—in fact, would have to be canceled. True to the American principle of free speech and freedom of action in matters of religion, Mr. Fairbanks promptly decided to keep his engagement to deliver the promised address, even at the risk of exciting the pontiff's displeasure. Indeed, as a man of honor it would seem impossible for him to have pursued any other course. He had given his word and there was nothing left to be done but to keep it.

It appears, however, that the American society of Methodist Protestants had been making some inroads into the ranks of the Catholics by proselyting and converting some of their members, and this fact lay at the root of the urgings of some of the devout Catholics to the pope to cancel his invitation to the American statesman. In his address Mr. Fairbanks gave a toast to all Christians, regardless of denominational creeds, according to the universally accepted observance in such matters in this country.

Catholics in Rome, under the shadow of the Vatican's walls, may be easily pardoned for an excess of religious fervor, as was shown in this case; but it is a matter of congratulation that here in free America we have well nigh outgrown such narrowness, and Catholics as well as Protestants join in a declaration of freedom of speech and action in religious matters. The incident has really been given more prominence than it deserves, but it is instructive in demonstrating how far the American people are ahead of other nations in their social development, and in the broadness and liberality of their religious views. It would be impossible for such an event to occur in this country. Catholics and Protestants alike would ridicule the idea.—Kansas City Journal.

HELENA, Feb. 24.—Indemnity selections aggregating 14,000 acres on the Flathead Indian reservation were selected at a meeting of the state board of land commissioners today. In reality the selections were made some time ago by the field force which has just returned from the reservation, and today the selections were approved. This land was selected in lieu of land embraced within sections 16 and 36, which in some instances were selected by the Indians for their allotments.

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DELAGRANGE'S MISHAPS.

Frenchman Killed in Monoplane Flight Was Prominent Aviator.

Leon Delagrangé, the Frenchman who was recently killed when his monoplane broke in midair at Bordeaux, France, was well known as an aviator, not only as having at various times held the record for speed and distance, but also for his daring. His career was marked by several serious accidents before the fatal one, but he continued his exploits, earning the reputation of a man who would run a good deal of risk rather than disappoint the spectators who had gathered to see him fly.

Well known already as an automobilist, Delagrangé took up aviation in the early stages of the sport and made his first public ascent at Bagatelle, France, on March 16, 1907, in a biplane. He was satisfied then with a flight of thirty feet, but a few days later he took a passenger up and accomplished 453 feet.

On Nov. 5, 1907, he met with his first accident at Issy, France. His machine fell and was smashed, but he escaped with a few bruises and cuts. At Issy also in the following May he had a narrow escape, as with Farman he was competing for the Armegaud prize of \$2,000 for a flight of fifteen minutes. He was traveling fast near the ground, and his machine swerved toward the crowd of spectators. He at once shut off power and in descending crashed into a motorcar. The machine was smashed to atoms, but Delagrangé escaped almost uninjured.

Again he was hurt in the next spring in an exhibition flight at Milan before Queen Margherita of Italy, but so little was he unnerved that eleven days later he gave another exhibition before her majesty, remaining in the air for 16 minutes 11 seconds and covering a little over eleven miles. For this performance, a record at the time, he received a special gold medal.

At Issy, on Sept. 6, 1908, Delagrangé made another record. He flew fifteen and two-fifths miles in 20 minutes and 54 4-5 seconds and came to the ground only because his petrol was exhausted. At that time this beat Wright's and Farman's records by twelve minutes. In May last year Delagrangé, at Juvisy, won the Lagatineri prize, making three and six-tenths miles in 10 minutes 15 seconds. At the Rheims competitions in August he used for the first time a monoplane, but achieved no great success, being placed tenth for speed and eighth for distance. On one occasion his propeller broke, and he was badly bruised. He then visited Denmark and flew for fifteen minutes for King Frederick at Aarhus.

His first sensational flight, however, was made on Oct. 26, 1909. At Doncaster, in England, he covered six miles in 7 minutes 35 seconds, at a rate at times of over fifty miles an hour. He also established a speed record of 1 mile and 800 yards in 1 minute 47 1-5 seconds—that is, about fifty-four miles an hour. His machine on this occasion was a Bleriot monoplane.

On Thursday, Dec. 30, 1909, he accomplished another world's speed record. At Juvisy in trying to win the Michelin cup he flew 124 miles in 2 hours 22 minutes, an average speed of forty-nine miles an hour. Many honors were conferred on Delagrangé for his achievements. Among them were the Order of the Legion of Honor, an enamel medal by the Academy of Sciences, Paris, and the presidency of the Aviation Club of France for 1907. His pastimes consisted in hunting, horseback riding and automobilism.

Fate of a Lincoln Car.

On the forty-sixth anniversary of the world famous Gettysburg address of Abraham Lincoln the car which conveyed the martyred president to and from Gettysburg was found five miles from town being used as sleeping quarters by a railroad repair gang. The car for many years was used between Hanover and Hanover Junction, where it was affectionately designated as "Old 74," that being its number. Recently it was found to be getting out of repair and was assigned to a repair gang. By a singular coincidence that particular gang was assigned to the Gettysburg division of the road, and the car was found at Seven Stars by persons who knew its history. There is talk of trying to have the car sent to Gettysburg and convert it into a historical museum.

Rogues' Gallery For Mashers.

Police in Detroit, Mich., have instituted a drastic method of suppressing "mashers" by making a separate "rogues' gallery" of them. They have been spurred to this action by recent assaults on women, one of which resulted in a murder.

Officers not in uniform are sent out to keep watch of men and youths who bow to women they don't know. When they are detected they are taken to a station and put through the same ordeal a criminal has to undergo. Hereafter when a woman or girl is annoyed and the masher gets away, if she will go to police headquarters she can look over this gallery, identify her man and the police will look him up and bring him in.

Husband Taming Club.

Young women of Grangeville, Ida., married during 1909 have formed the "1909 club." The brides refuse to tell the motive of the club, but it has leaked out. The object is for the exchanging of ideas as to the proper governing of a husband, the best things to make him eat and how generally to please him. At each meeting some one member of the brides' club delivers a dissertation on some specific branch of husband taming. Then all discuss what has been said and offer suggestions.

FUNDS FOR RECLAMATION.

Senate Discusses Plan For Issuance of \$30,000,000 Certificates.

WASHINGTON, Feb. 22.—To enable the reclamation service to begin work early in the spring on irrigation projects, the bill of Senator Carter authorizing the issuance of \$30,000,000 worth of certificates to complete projects, is being strongly urged to an early passage by the members of the senate committee on irrigation. Senator Carter called up the bill on Thursday and quite a lengthy debate followed. He said it was important that the bill receive early consideration for the purpose of enabling the interior department and the reclamation service to prepare for the work which is to begin early in the spring.

If the consideration of the measure was deferred to any considerable extent, it would necessarily involve the loss of one season of construction. Senator Burton of Ohio, asked that the bill go over for a few days, because it was of an unprecedented proposition, that of issuing certificates, and involved the large sum of \$30,000,000.

Senator Carter replied that the report of the irrigation committee on the measure had been presented several days ago and the matter was generally well known as the president in a special message had advised the passage of the legislation. Mr. Carter then went on to explain the necessity of authorizing the issue of the certificates. Thirty and more different projects were under construction, he said, to complete which would cost thirty odd million dollars in the next two years. Expecting that the works would be expeditiously completed settlers had gone in advance of the building of the canals and had been waiting patiently for the building of the government canals to bring down the water to the land and make it possible to raise crops. In some instances, he said, they had been waiting five years. "If," said Senator Carter, "we depend upon the normal receipts of the reclamation fund, the period of anxious waiting will be continued beyond human endurance in some cases."

Judges' Names Withdrawn.

WASHINGTON, Feb. 22.—The president today withdrew the nominations of Alfred Cox, Wm. H. Hunt, James F. Smith, Orin M. Barnes and Marion Devries to be judges of the court of customs appeals.

The explanation at the white house for the withdrawals of the nominations was that these positions were offered with the understanding that they were to get \$10,000 a year each as provided in the Payne bill. Congress having refused to provide more than \$7,000 each, the president felt it would be better to withdraw the names until he had time to inform the nominees of the fact, and ascertain whether they were willing to accept under the new conditions. Those proposed judges who are willing to serve at \$7,000 probably will have their names again sent to the senate.

For Second Homesteads.

WASHINGTON, Feb. 22.—The public lands committee of the house has favorably reported a bill granting second homestead entries. It provides for the second entry to persons who prior to Feb. 8, 1908, made entry but who subsequently lost, forfeited or abandoned the same. Congress has at various times found it necessary to enact special legislation granting second entry to those who through no fault of their own have lost or may hereafter lose their original entry.

Alleged Railroad Graft.

ST. PAUL, Feb. 22.—Suit was begun in the Ramsey county court today to recover \$15,000 from Wm. O. Chase, who was yesterday deposed from his position of superintendent of the sleeping and dining car departments of the Great Northern railway.

It is alleged that Chase accepted commissions on contracts for supplying the departments and that his operations extended over eight years. C. L. Pratt of Chicago, was appointed to succeed Chase.

Extravagance in Government.

WASHINGTON, Feb. 21.—Senator Aldrich said today that if permitted to do so he would undertake to run the government of the United States for \$300,000,000 a year less than it now costs. He was not presenting a formal proposition, but was making a speech to the senate on his bill for the creation of a commission to reform the business methods of the government. He said the present methods were obsolete and involved the annual loss of at least \$100,000,000. At his instance, the bill was so amended as to provide that the commission should be composed entirely of members of congress—five senators and five representatives.

Mr. Carter traced the present evils largely to the ambition of departmental officers. As going to show the inadequate methods of the department, he said that the postal commission was unable to ascertain from the books of the department the cost of carrying second-class mail, when it endeavored to do so a few years ago.

The Word Silhouette.

The little black pictures called "silhouettes" derive their name from Etienne de Silhouette, who was the French minister of finance in 1769. His extreme economy in matters of finance was caricatured by all classes, and any cheap mode or fashion was sarcastically called by his name. About that time these profiles were produced by casting the shadow of a face on the paper by the light of a candle and tracing about it. Because they were cheap they were called in ridicule at the minister "silhouettes," and the name has ever since been retained.—Boston Globe.

All the Printer's Fault.

"What became of that paper you were going to start in the interest of uplifting the poor tramp?" asked the interviewer.

"Ah, it fell through," confessed the great reformer, with much agitation, "and all on account of the blooming carelessness of the printer."

"Did he make a grave error?"

"I should say so. You know the paper was to be named the Bar of Hope. Well, that idiot of a printer changed it to the Bar of Soap, and as soon as my constituents heard the name they started running, and they are running yet."—Chicago News.

Court Logic.

Lawyer—My client, your honor, has confessed that he committed the burglary. You will admit this an eloquent proof of my client's love of truth and of his upright conscience, and, your honor, a man with such a delicate conscience should not be accused of having broken into a house to steal. Never.

Quite Satisfactory.

Stern Father—Young man, the lights in this house are put out at 10 o'clock! Young Man—That suits me. Don't delay on my account.—New York Times.

Victories that are easy are cheap. Those only are worth having which come as the result of hard fighting.—Beecher.

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