

The River Press

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PRACTICAL ROAD BUILDING.

Any man who can transform an Iowa mud road to a nearly perfect highway, 380 miles long, at an estimated cost of building and maintenance for the first year of \$3 a mile has grasped a new idea in the matter of road building. That a road from Council Bluffs to Davenport is a success and is commanding the attention of the entire country and Canada is shown not only by its splendid condition, but by the enormous mail which pours in upon the secretary of the river-to-river dragged road, which is Mr. Eichinger's official designation—without pay, by the way.

Once Eichinger hit upon the township unit, he promptly proceeded to interest the influential men of the county in the project—farmers, bankers, automobilists, country editors, clergymen, merchants school-teachers and scholars, all were pressed into service.

Governor Carroll appointed commissioners for each county, every one of whom received a commission bearing the great seal of the state, with a lot of ribbon, and was altogether an imposing document. And these men served without pay. Upon a diplomatic hint the townships of a county through which the road passed were formed into an organization like a company of infantry, with the "special river-to-river dragged road commissioner" as captain. He had his squads strung out along the road, and upon the word from Secretary Eichinger started them to work dragging the highway. The haughty owner of an automobile, perforce, hitched a drag behind his car and got to work. It did not take long to establish the fact that a motor car could drag after a rain from 8 to 10 miles of the highway in an hour, thus leaving the road in excellent condition.

When the feminine portion of the community discovered that the dragged road meant more frequent trips to town, more visitors, and lots of touring cars whizzing by, they spurred the male laggards. Road-dragging parties became the vogue from the Missouri to the Mississippi. The old-time buggy ride, formerly a Sunday luxury, became an everyday occurrence. The farmer and his family started to talk motor cars—and before they realized it they bought one. More than 8,000 cars have been sold in the state this spring. Up to date 17,000 automobiles have been licensed by the state.—Harper's Weekly.

UNCLE SAM'S BUG TRADE.

Dr. L. O. Howard, chief entomologist of the United States Department of Agriculture, returned to Washington a few days ago after spending several months in Europe. The government paid all his expenses while abroad and probably he had a very pleasant time, but nevertheless it was a business trip, and one out of the ordinary, too.

Certain bugs are the bane of our farmers and fruit growers. Scientific men have all kinds of names for the insects which do so much damage to growing crops and trees, but two of the most pestiferous are commonly known as the gypsy and brown-tailed moths.

In an attempt to exterminate these two bugs the state of Massachusetts has already used \$8,000,000 and other Eastern states have expended large sums. In spite of all efforts, these enemies of all kinds of foliage are spreading all over a wider range of territory. This is why the federal government decided to wage a war of extermination upon them, and here is the explanation of Dr. Howard's trip to Europe, says the Chicago Inter-Ocean. He was sent to find bugs which will kill the bugs we want killed.

In France, Germany, Japan and other foreign countries Dr. Howard and other entomologists discovered parasites which treat gypsy and brown-tailed moths as the finest diet in the world. When these little bugs have found either of those moths and commenced dining upon it there is one less moth on earth when that meal is ended. Dr. Howard bought all those cannibalistic little bugs he could get and shipped them to this country. They have been liberated in Massachusetts, New Hampshire, New York, Rhode Island and other Eastern states where the tree-killing moths are most numerous.

In exchange for the European bugs which we need to destroy the gypsy moth and other insect pests, the government is sending to many foreign countries species of our bugs which will destroy their pests. For example, Spain is delighted to get the bugs we grow in California which prey chiefly upon the insects which damage citrus fruits. We have sent Algeria some wasps which kill the flies which spread disease among the dromedaries.

To Peru we give a bug which attacks scale insects that damage cot-

ton. Italy reports that the bugs we sent her will wipe out in two years the insects which have been damaging her orchards. South Africa has made a plea for an insect which will kill her ticks, and that insect was sent.

So an international bug trade has come into existence, and Uncle Sam is doing his full share of it.

TAFT AS TRUST BUSTER.

In the light of the record made by the department of justice since March 4, 1908, President Taft would, had he enjoyed the services of a competent press agent, be regarded as the greatest "trust buster" of the age. There has been no blare of trumpets about the Taft administration and especially has there been no effort to make political capital out of the enforcement of the Sherman anti-trust law. The enforcement of the law has seemed to the president and his chief legal adviser so plain a duty that it has not occurred to them to seek to impress upon the public the energy with which that duty has been performed or the success which has attended the prosecutions, and only a search of the records reveals the measure of both which has characterized this important phase of the administration's work.

Of thirty-five indictments of individuals or corporations for violation of the Sherman law returned since the beginning of President Roosevelt's first administration thirteen were secured during the first fifteen months of the Taft regime. The two best known causes now pending before the supreme court, the Standard Oil and Tobacco cases, were instituted during the last administration, but among the notable cases instituted by Attorney General Wickersham are the prosecution of the Sugar Trust, the Window Glass Trust, the American Paper Board company and the Armour Packing company. All the cases now pending are being pushed with equal energy and determination, although those against the Standard Oil company and the Tobacco Trust naturally attract most attention in the public prints, both because of the prominence of the defendants and because of the advanced stage of the litigation.

It is a matter of interest, in view of the demagogic efforts of certain democrats to load the special appropriation made for the enforcement of the Sherman law with a provision prohibiting the use of any portion thereof for prosecution of labor organizations, that during the twenty years that the Sherman law has been on the statutes no labor organization has ever been prosecuted for its violation.—New York Tribune.

Where They Got Their Titles.

William Jennings Bryan once joked about our American fondness for titles.

"You all know of the colonel," he said, "who got his title by inheritance, having married Colonel Brown's widow?" But I once met a general who got his title neither by inheritance, nor by service, nor by anything you could mention.

"General," I said to him, "how do you come by this title of yours, anyway?"

"Why, sir," said he, "I passed my youth in the flour trade and for 27 years was a general miller."

"I knew another titled man, Judge Greene."

"Are you, sir," I once asked him, "a United States judge or a circuit court judge?"

"I ain't neither," he replied. "I'm a judge of hoss racin'."

Concrete Fence Posts.

The United States Department of Agriculture, Office of Public Roads, Washington, D. C., has issued an elaborate bulletin on the subject of concrete fence posts. This bulletin goes into details, gives full and minute instructions enabling the farmers to build their own fences with the farm labor. By applying to the Office of Public Roads, United States Department of Agriculture, Farmers' Bulletin No. 403 will be sent without charge.

Test of New Battleship.

NEWPORT, R. I., Aug. 9.—The new battleship Delaware returned from her trial trip along the coast to Bradford coaling station last night with one of the happiest crews in the service over the showing made by the big ship. In addition to the records reported from Washington, it was said the Dreadnaught had made a satisfactory test for twenty-four hours. All her turret guns were discharged simultaneously and then the whole battery of ten and twelve inch guns were fired at once. This supreme test of a battleship's "offense power," the "Dreadnaught" met excellently, wireless reports say.

LEWISTOWN, Aug. 11.—David Deaton, for several years a well known Montana officer, was chosen last week as sheriff of Erath county, Texas. He was formerly a deputy sheriff here, and was preparing to return to Montana to reside when chosen at the primaries for this responsible position.

Oklahoma Investigation.

MCLESTER, Okla., Aug. 10.—Six hundred Indians assembled at a "war council," at Sulphur, Okla., and using up almost an entire bottle of ink, wrote their signatures individually to the McMurray land contracts. Although informed that J. F. McMurray, holder of the contracts, would net a profit of from \$2,000,000 to \$3,000,000 in "attorney's fees," the Indians were advised that the contracts afforded the quickest way to realize on their land, estimated to be 450,000 acres in extent and in value at from \$30,000,000 to \$40,000,000. In addition to the land contracts McMurray's agents had the Indians sign contracts for tax cases against the government at a fee of \$10 a head. The land fee of 10 per cent was contingent upon the sale of the land.

James H. Godfrey, a Chickasaw Indian, by intermarriage, gave his testimony before the congressional investigating committee today.

Godfrey said he induced the Indians to assemble at Sulphur to persuade them to sign the contracts. McMurray, he said, had been successful in previous litigation for the Indians and the Indians believed that if they paid him 10 per cent attorney's fees he would be able to urge the authorities at Washington to expedite the sale.

Madriz Warned.

WASHINGTON, D. C., Aug. 9.—Invasion of American property in Nicaragua by soldiers of Madriz has called forth a formal protest from the United States. The state department has repeated its ultimatum to both factions in Nicaragua that American property must be protected. The situation of the Madriz government is precarious, according to state department reports.

A BYRON STATUE.

Made For Westminster Abbey, but Dean Lincoln Refused It.

Many years ago some admirers of Lord Byron raised a subscription for a monument to the poet to be placed in Westminster abbey. Chantry was requested to execute it, but on account of the smallness of the sum subscribed he declined, and Thorwaldsen was then applied to and cheerfully undertook the work.

In about 1833 the finished statue arrived at the customs house in London, but to the astonishment of the subscribers the dean of Westminster, Dr. Ireland, declined to give permission to have it set up in the abbey, and owing to this difficulty, which proved insurmountable, for Dr. Ireland's successor was of the same opinion, it remained for upward of twelve years in the customs house, when (1846) it was removed to the library of Trinity college, Cambridge.

The poet is represented in the statue of the size of life, seated on a ruin, with his left foot resting on the fragment of a column. In his right hand he holds a style up to his mouth, in his left a book, inscribed "Childe Harold." He is dressed in a frock coat and cloak. Beside him on the left is a skull, above which is the Athenian owl. The likeness is, of course, posthumous. Thorwaldsen was born Nov. 19, 1770, and died on March 24, 1844.—Exchange.

A LAD OF MYSTERY.

"That Awful Boy Jones," Who Tormented Queen Victoria.

For a little while about the middle of the nineteenth century "that awful boy Jones" was the torment of Queen Victoria's life, and his short career in public contains a mystery which would try the mettle of Sherlock Holmes.

He was a barber's apprentice who in some unexplained way discovered a passage into Buckingham palace, with which he alone was acquainted. When he was first found trespassing he was gently admonished and sent home. Soon after he was encountered again in the palace. He would not tell how he obtained access. Again he was sent home, and again he reappeared.

Once he calmly admitted that he had been lodging in the palace for a fortnight. He had laid snug during the day, sleeping in the royal apartments, and at night had wandered from room to room, helping himself to the food left over from royal repasts. He had seen the queen repeatedly and indeed had never been far from her.

The matter was considered so serious that the boy was summoned before a special meeting of the privy council. He refused to give any account of his secret. Soon after he disappeared, and it is supposed that he was removed under state protection.—London Globe.

Grant in the Saddle.

Grant was at his best in the saddle. The one real record that he made for himself at the academy, the one time that he excelled all his fellows, was at the final mounted exercises of his graduating class, when, riding a famous horse named York, he was called upon to clear the leaping bar that the gruff old riding master had placed higher than a man's head. He dashed out from his place in the ranks, a smooth faced, slender young fellow on a powerful chestnut sorrel, and galloped down the opposite side of the hall, turned and went directly at the bar, the great horse increasing his pace as he neared it, and then, as if he and his rider were one, rising and clearing it with a magnificent bound. The leap is still recorded at the academy as "Grant's upon York."—St. Nicholas.

MAYOR GAYNOR IS SHOT.

The Cowardly Act Committed by Discharged Employee.

NEW YORK, Aug. 9.—Mayor William J. Gaynor of New York city was shot and seriously, but probably not fatally wounded on board the steamer Kaiser Wilhelm der Grosse as he was about to sail for Europe this morning. His assailant was arrested.

The shooting was done by a man who later gave his name as James J. Gallagher, living at 444 Third avenue, New York. He was later identified as a city employe, who recently had been discharged.

Three shots were fired at the mayor. Two of them missed and the third lodged in the fleshy part of the right side of the neck.

The shooting occurred under circumstances of the most dramatic character. Mayor Gaynor came aboard the steamer, accompanied by a number of prominent city officials about to bid him good bye.

The party proceeded to the upper deck and were assembled in a group giving final greetings. Crowds of passengers were about on the deck and friends were waving adieu from the pier. The mayor's party had just formed a group preparatory to having their pictures taken. Suddenly a man pushed through the throng from the rear. He approached the mayor and without a word began to fire. Instantly there was the greatest excitement.

Mayor Gaynor was seen to fall and the gushing wound told that he had been hit. At the same moment a ship's guard sprang forward and dealt the assassin a blow on the head with a billy, felling him to the deck, where officers quickly seized him. He was turned over to the Hoboken police headquarters. There he gave the name of Gallagher and in response to inquiries as to why he had committed the deed, he replied sullenly: "He kept me from earning my bread and butter."

An ambulance was summoned to the pier and the wounded mayor was placed on a stretcher and carried to it. The vehicle was driven to St. Mary's hospital, Hoboken, where the mayor was immediately taken to the operating room. He was still conscious and occasionally spoke to those about him. To the city officials who accompanied him to the hospital he indicated the gravity with which he viewed the shooting by these words:

"Say good bye to the people."

The hospital physicians made a careful examination of the wound. Their conclusion was that the wound was not necessarily fatal. It was found that the bullet had entered the mayor's neck on the right side back of the ear, burying itself in the region of the mastoid bone. No important blood vessels were severed.

The bullet was not located and no effort was made to probe. It was decided to await the arrival of a surgeon from New York. Meantime the mayor remained calm. His chief difficulty came from the gathering of blood in his throat. After the ministrations of physicians, Mayor Gaynor expressed himself as feeling better.

Commended for Bravery.

WASHINGTON, Aug. 9.—For heroism that saved three lives, Earl L. Stout, an ordinary seaman in the navy has been commended by Rear Admiral Mason, acting secretary of the navy.

Stout, who is attached to the training ship Franklin, stationed at Norfolk, while making a trip from the vessel to the navy yard landing, in a barge, heard calls for help and discovered that a woman, a child about six years old and an infant, were floundering in the water. The skill in which they were rowing had overturned.

Stout went to the rescue. He supported the child and infant and dragged them toward an approaching skiff, and when they were safe, swam back and rescued the mother and two men.

According to the officers Stout made no report of the heroic rescue and seemed modest and reticent about it when questioned. Stout, who has been in the service six months, is a native of Illinois.

Portsmouth's Last Trip.

NEW YORK, Aug. 8.—The frigate Portsmouth, one of the last old square rigged participants in the Civil war still afloat, weighed anchor today on the first leg of her last journey. She will shortly sail for Seattle, where she is to be transformed into a naval museum.

The Portsmouth was built at Portsmouth, N. H., but she was largely manned by the state of Washington and the claim of the descendants was given first call by the federal government, although San Francisco also put in a bid for her, because she took possession of California in the name of the United States. Her journey today was brief.

Until last year the Portsmouth was kept in commission as a training ship for the New Jersey naval reserve.

HELENA, Aug. 9.—Lower interstate express rates on merchandise between Montana points have been put in effect by the railroad commission, the new rates to become effective 20 days after the carriers have received the order. The reduction is about 25 per cent.

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