

CARDS

W. O. STRAIGHT
U. S. COMMISSIONER
Land Filings and yearly and Final
Proofs can be made Before me.
Harlowton, - - - - - Montana

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PHYSICIAN AND SURGEON
Office: Main Street.
Harlowton, - Montana.

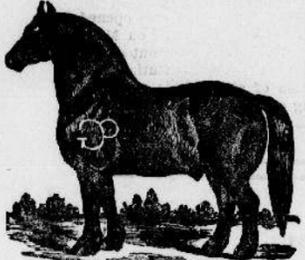
Dr. A. M. KNIGHT
Resident Dentist
LYONS BUILDING
HARLOWTON, - MONTANA

L. D. GLENN
ATTORNEY-AT-LAW
& NOTARY PUBLIC
Will practice in all state and federal
courts. Conveyancing and collec-
tions. Office next door to Mussel-
shell Valley National Bank, on Cen-
tral Ave.
Harlowton, - - - - - Montana.

R. R. LEA
THE ARCHITECT
For prices on plate glass
and steel ceiling. Agent
for the largest factories
in the United States.
Harlowton, - - - - - Montana

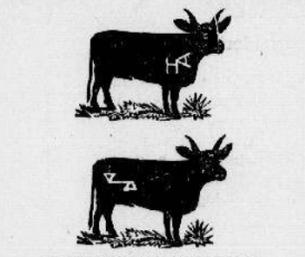
W. C. HUSBAND,
LAWYER
Will practice in all state and federal
courts. Conveyancing col-
lections Corporation law and real
estate. Office over State Bank.
Harlowton, - - - - - Montana

George Courtney
CITY DRAY AND TRANSFER LINE
Harlowton, - Montana



Stock Brands of George Pirrie
Notice to the Traveling Public.
I will give \$250.00 for evidence that
will convict any person or persons
for tearing down my fences, leaving
gates open or driving my stock from
their accustomed range.
George Pirrie
Rothiemay, Mont.

STOCK BRANDS OF
Jos. Labrie



POSTOFFICE ADDRESS
HARLOWTON, - - - MONTANA.

CATTLE BRANDS OF
Montana Ranch Co.
M R on either side
on left side
POSTOFFICE ADDRESS
MOORE, - - - - - MONTANA.

Musselshell Valley Nat'l Bank
Harlowton, Montan

H. E. Marshall, Pres.
A. C. Graves, Vice Pres.
C. N. Friday, Cashier
F. P. Marrs, Asst. Cash.
We Appreciate Your Business

WE do a general banking
business, write domestic
and foreign Exchange, pay in-
terest on time deposits.

Capital \$50,000
Stockholders Liability over
\$3,500,000.00

If Not a Customer, Become One

CLASSIFIED COLUMN

ONE CENT A WORD PER ISSUE

FOR SALE
We have some fine ranches for sale, located
in the Musselshell and Smith river valleys and
the Judith Basin. We are also agents for the
San Luis Colorado lands. Call on or write to
Spach & Whitsel, Twodot, Montana. 281f

FOR SALE—House and lot of C.
C. Hall in Graves Second Addition.
Prices and terms reasonable. Inquire
of L. D. Glenn. 71f

LODGES
I. O. O. F. CARBONATE LODGE NO. 39
meets every Tuesday night in Urner hall.
Visiting brothers cordially invited to attend.
C. BARBER Noble Grand.

MISCELLANEOUS
Read Marshall's Ad.

See Dreyer, the Architect before building.
351f

The unexcelled Baldwin line of Planos,
At W. S. Smith's, Lewistown

\$25 buys a nice Drop Head Sewing machine,
at W. S. Smith's, Lewistown. 281f

We return everything but the dirt! Leave
your laundry at Tommy Hazlik's barber
shop. Agent for Judith Steam Laundry.
Baskets leave Tuesday noon and return Sat-
urday. 351f

See Dreyer, the Architect, before building.
351f

Read Marshall's Ad.

The popular piano is the Hamilton at W. S.
Smith's, Lewistown. 281f

AN IDEAL COUGH MEDICINE
"As an ideal cough medicine regard Cham-
berlain's Cough Remedy in a class by itself."
says Dr. R. A. Wilshire, of Gwynville, Ind.
"I take great pleasure in testifying to the re-
sults of Chamberlain's Cough Remedy. In
fact, I know of no other preparation that
meets so fully the expectations of the most ex-
acting in cases of croup and coughs of child-
ren. As it contains no opium, chloroform or
morphine it certainly makes a most safe,
pleasant and efficacious remedy for the ill it
is intended."

STIFF NECK
Stiff neck is caused by rheumatism of the
muscles of the neck. It is usually confined to
one side, or to the back of the neck and one
side. While it is often quite painful, quick re-
lief may be had by applying Chamberlain's
Liniment. Not one case of rheumatism in ten
requires internal treatment. When there is
no fever and no swelling in the muscular and
chronic rheumatism, Chamberlain's Liniment
will accomplish more than any internal treat-
ment.

THE BEST PLASTER
A piece of flannel with tapes attached for
holding it in position, slightly dampened with
Chamberlain's Liniment and bound on over
the seat of pain is superior to any plaster.

LEGAL ADVERTISEMENTS

NOTICE FOR PUBLICATION.
Department of the Interior, U. S.
Land Office at Lewistown Montana,
Sept. 7, 1909.

Notice is hereby given that Severine
A. Strand, of Melville Montana, who on
June 25, 1906, made Desert Land
Entry, No. 3055, serial No. 02731, for
e 1-2 s e 1-4 and s w 1-4 s e 1-4, section
12, township 5 n, range 16 e, M. P.
meridian, has filed notice of intention
to make Final Proof, to establish
claim to the land above described, be-
fore W. O. Straight U. S. Commis-
sioner, at Harlowton Mont., on the 16
day of October, 1909.

Claimant names as witnesses:
Anton A. Strand, Edward S. Hauge,
Gabriel Berg, John Winsborough, all
of Melville Montana.
C. E. McKoin,
Register.

NOTICE FOR PUBLICATION
Department of the Interior U. S.
Land Office at Lewistown Montana
Sept. 4, 1909.

Notice is hereby given that John
Winsborough, of Melville, Montana,
who, on May 23, 1906, made Desert
Land Entry, No. 3035, Ser. No. 01478 for
e 1-2 s w 1-4, sec 4, tp 6, range 16, e. m.
p. Meridian, has filed notice of intention
to make Final Proof, to establish
claim to the land above described, be-
fore W. O. Straight U. S. Commissioner,
at Harlowton Montana, on the 11
day of Oct., 1909.

Claimant names as witnesses:
Robert Widdicombe, of Winnecook,
Montana, Charles Winsborough,
Charles Graham and George Graham
of Melville Montana.
C. E. McKoin,
Register.

NOTICE FOR PUBLICATION
Department of the Interior, U. S.
Land Office at Lewistown, Montana
Sept. 4, 1909.

Notice is hereby given that Robert
Widdicombe assignee of Charles
Winsborough, of Winnecook, Mont.,
who, on Aug. 7, 1906, made D. L. E.
No. 0792, Ser. No. 3087 for lots 3, 4, sec
30, tp 6 n., r 16, e. m. p. meridian, has
filed notice of intention to make Final
Proof, to establish claim to the land
above described, before W. O. Straight
U. S. Commissioner, at Harlowton
Mont., on the 11 day of Oct., 1909.

Claimant names as witnesses:
John Winsborough, Charles Graham,
George Graham and Charles Wins-
borough, all of Melville Montana.
C. E. McKoin,
Register.

NOTICE FOR PUBLICATION
United States Land Office, Lewistown,
Montana, September 17, 1909.

Notice is here by given that the Northern
Pacific Railway Company, whose postoffice
address is St. Paul, Minnesota has this 17 day
of September, 1909 filed in this office its applica-
tion to select under the provisions of the act
of Congress, approved July 1, 1898 (30 Stat.
597, 620). The north half of the northeast
quarter, the southwest quarter of the north-
east quarter and the northwest quarter of the
southeast quarter of section 30, in township
9 north of range 13 east of the Montana Prin-
cipal Meridian, containing 160 acres.
Any and all persons claiming adversely the
lands described, or desiring to object because
of the mineral character of the land, or for
any other reason, to the disposal of applicant,
should file their affidavits of protest, in this
office on or before the 26 day of October, 1909.
E. C. McKoin
Register

TRAVELER'S CAFE
LADIES AND GENTLEMEN'S
DINING ROOM
Meals at All Hours
TOY BROS. Proprietors

A. J. DREYER
ARCHITECT & BUILDER
PERSPECTIVES & ESTIMATES
furnished on any notice
OFFICE WITH STEVENS-DREYER HARD-
WARE CO.

RAILROAD FIGHT IN NORTHWEST

There Appears to Be Little Money
for Branch Building at the Pres-
ent Time.

EXPENSIVE LINES

Little New Territory Opened Up By
Milwaukee Main Line—Many
Feeders Later On.

In the World's Work C. M. Keys
has an article of much interest in
summary of the railroad situation in
the Northwest. The article in part
is as follows:

"The Northwest was fairly railroad
mad when I saw it in May and June.
From strings of construction camps
along the old N. P. in Montana, clear
west to the little harbors of the coast
beyond Portland and the sound cities,
the air was electric with rumors of
railroad building. Even the sanest of
business men in the big cities are con-
fident that not only are all the old
lines strengthening their position, but
at least one, and possibly two, new
trunk lines will reach the Pacific
within five years.

"Five years ago Seattle had the
Great Northern, the Northern Pa-
cific and a connection with the Cana-
dian Pacific. Today she has these
three and the Milwaukee, and the
Union Pacific is on its way. Tacoma
was a one-road city, dependent on the
Northern Pacific. Now the Great
Northern comes in and the Milwaukee
and Union Pacific have terminals all
ready for use. Portland was a ter-
minus of the Harriman lines, and the
Northern Pacific reached it by a
branch. Now it has also the new
'North Bank' railroad, one of the
wonders of the day.

Battle of Giants.
"For this is a battleground of the
giants. The Hill railroad along the
north bank of the Columbia is an at-
tack on the long-entrenched Harri-
man forces at Portland. The only
consolation they get out of it seems
to be that it hurts the Northern Pa-
cific more than it hurts the Oregon
Railroad & Navigation, their railroad.
The Harriman reply to this attack,
a line into Seattle and Tacoma, cost
almost \$20,000,000 for terminals alone.
Now a treaty seems to have been
made and Harriman trains will reach
the Hill citadels over Hill tracks—
until the next whim takes the mag-
nates.

"Meantime, while the two great
powers of the West fought their local
battles, a determined board of di-
rectors in New York was pushing a
great railway through from the Mis-
souri river to Puget Sound. The
Chicago, Milwaukee & St. Paul fell
upon the territory of the Northern
Pacific and paralleled that road as no
other great trunk line was ever paral-
leled in history. You may travel nearly
300 miles through Montana and
then on into Idaho and Washington
and almost any time a rifleman on a
Northern Pacific observation plat-
form could reach the Milwaukee right
of way. Through the valley of the
Yellowstone and on through Butte,
Garrison, Missoula, the two great
roads lie side by side. Sometimes for
miles on end you could toss a biscuit
from one track to the other.

Has Forced Competition.
"Of course, the building of this new
and splendid road has forced com-
petition. To meet this new antagonist
right on its own ground the Nor-
thern Pacific has spent close upon
\$100,000,000 in changing its alignment,
building steel bridges, making gigantic
fills in Eastern Montana and long
tunnels and cuts between Garrison
and Missoula, where, in a distance of
70 miles, a big river has been diverted,
the old line has been abandoned
and a new, double-track, high-speed
line has been laid down. In Wash-
ington, too, enormous amount of
money have been spent and more
must follow.

"For the Milwaukee is much more
than a railroad. Every one who
knows the way it has been operated
and administered in its own well-set-
tled country of Wisconsin, Minne-
sota, South Dakota and Iowa knows
that it is a good railroad, a powerful
railroad. The same men who have
spent their lives studying how best to
make industries and agriculture grow
in these middle western states are now
traveling in Washington, Idaho and
Montana.

What It Means.
"All this means very much more
than the mere coming of a new rail-
road. It means powerful capital stimu-
lating agriculture and industry and
commerce by every means known to
the most skillful and practical com-
mercial and industrial experts on the
continent. Few people in these west-
ern states know what intensive com-
mercial development means as applied
to a state or a community. For traf-
fic and wealth have come easily to
the old railroads. The long main
lines, half across the continent, fed
by a few—a very few—small local
branches, were one problem—a sort
of wholesale railroad business as it
were, selling transportation to big
business. The career of the Mil-
waukee and the Northwestern, pedd-
ling and distributing railroads, has
been a retail business in transportation.
It remains to be seen how well
the wonderful intensive traffic system
of the new road will work in the
northwestern field, so slapdash in its
ways.

"Practically, the Milwaukee does not
open a single mile of new territory.
Its growth, then, must mean one of
two things—that it will take freight
from the Hill roads and the Oregon
Railroad & Navigation Co. or else an
extraordinary development of local
business. Its chief cities are Miles
City, Butte, Missoula, North Yakima,
Tacoma and Seattle. Every one of
them is a Northern Pacific point. Of
course through traffic is another mat-
ter. In this undoubtedly the main
loss of traffic will be by the Harri-
man lines. Today the Milwaukee
turns over a large proportion of its
Pacific coast trade to the Union Pa-
cific at the Missouri river. When its
own line is in full order it will carry
its own freight to Puget sound. A
big Japanese fleet is building to meet

the Milwaukee trains on the docks of
Tacoma.

Exploring the Passes.
"Every possible pass through the
Rocky mountains and the Cascades is
being taken up by the railroad forces.
The eastern border of Idaho is a huge
range of mountains that can be
threaded at only two or three points.
The Lolo pass, which lies pretty di-
rectly in the line of march from Mon-
tana points to Washington, is just
now the stamping ground of num-
erous engineering outfits. Northern
Pacific, Milwaukee and some mys-
terious stranger, all seeking the best
right of way. It is a hard pass and
one that has so far defied railroad
builders. Farther south the Nez Perces
and Lemhi rifts are practically ne-
glected, because it is taken for granted
that they are impassable, but even
they may be pressed into service.

"A new railroad, locally supposed
to be the Chicago & Northwestern, is
grading a line from St. Anthony,
down in the southern part of Idaho,
up a river valley toward the Salmon
river. Once the Salmon is reached a
very rich and powerful railway could
reach the Pacific by a water-grade
down the Salmon, the Snake and the
Columbia rivers. It would be, how-
ever, about the most expensive rail-
road in the western states. It would
lie for several hundred miles in a
deep canyon, practically impossible
for local freight in large volume.

What of Local Lines?
"So much of trunk lines; then what
of the local lines? If one lay down,
side by side, a map of the Rock
Island-Frisco system and a map of all
the northwestern roads put together,
it comes home to the mind at once
that the Northwest has never seen
real railroad development. It has
been a terrible battle of direct lines,
huge main arteries of traffic, drain-
ing through tonnage from center to
center. The intensive development
of a railroad has never been tried in
the Northwest. Few branches leave
the main line of the Great Northern,
Northern Pacific or the new Mil-
waukee road west of Montana. As a
matter of fact, the narrow strip of
country along the main lines has re-
ceived about all the development that
the roads could afford, and outlying
regions must wait.

"The future of transportation is
clear enough in the light of facts.
The big trunk lines must continue
their battle for years to come. No-
body imagines that the Canadian Pa-
cific is to stop at Spokane, and no-
body doubts that the Northwestern
must reach the coast. The coast will
get at least two more transcontinental
lines before five years are gone. Local
development must be slow, but, it,
too, must come.

**The Wonder-
ful Land**
By Byron Williams



A wonderful, wonderful land I know
is hidden away in the sunset glow!
With turrets and gables and pillars white
It stands in the sky at the hour of night!
Ah, many and many a time have I
Fared forth to this wonderful land on
high!

Oh, many a time I have watched it bloom
From out of the dusk of the twilight
gloom.
And many a time I have seen the spires
Rise up like the flames of celestial fires—
Ah, golden and dazzling the city stands,
A crimson resort in the sunset lands!

And there in the gardens are fragrant
flowers,
With Love and the Graces beneath the
bowers!
And ever the fountains of dew are spilled
In streams that are limpid and silver
rilled!
And ever the butterfly sails the air
Off there in the land of the sunset fair!

A wonderful land is the crimson West,
That lies like a gem on the evening's
breast—
Maroons and venetians and purples, too,
Are blended and fused with the twilight
hue!
Ah, fitful the glow of the place is spread,
And oft as it flames like a prairie red!

Oh, wonderful land of the sunset sky,
Poise here with your car as it hurries by—
And let me aboard for a cruise to you—
A cruise through the clouds and the tur-
quoise blue.
And off to the wonderful land of dreams,
The rose colored land where the sunset
gleams!

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GENERAL PRACTICE.
Central Ave. Harlowton, Montana.
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ARCHITECTS
405 Hennessy Building, Butte Mont.
Buy your stationery and school sup-
plies at the Bon Bon.

Lewellin Drug Co.
Leading Druggists
Prescriptions Carefully Compounded
Ice Cream Parlor in Connection
Agents for
EDISON PHONOGRAPHS
Phone 29 Central Ave.

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Artistic Photographer in all branches including
enlarging, reducing and copying. Amateur
printing and developing neatly done.
STUDIO OPEN EVERY SUNDAY

PELTS
WE WANT
Pelts
And will Pay you top Prices. If you have any, write or Phone us
and get our Prices.
HARLOWTON HIDE, FUR & WOOL CO.
A. M. MEAD, Prop.
PHONE BLACK 51 HARLOWTON, MONT.

Harlowton Meat Market
Wholesale and Retail
Dealers
Fresh & Salt Meats, Butter, Eggs
and Provisions
Special Attention Given to Mail Orders
Joseph Labrie Harlowton, Montana

THE BLUE RIBBON
JOHN ENGLISH, Proprietor
Billiards, Pool, Bowling
Confectionary, Cigars, Tobaccos
Ice Cream and Soft Drinks now For Sale

THE STATE BANK OF HARLOWTON
We give below a list of our directors, feeling that no further
guarantee of conservative management need be given
Benj. Urner Jos. Labrie M. N. Stevens
G. D. Martin Dr. S. K. Campbell J. H. Freese
W. O. Straight
Benj. Urner, Pres. W. O. Straight, Cashier

Graves Hotel
Harlowton, Montana
Up-to-date. The finest in the
State of its size. Fifty rooms.
J. N. KLEBER, Proprietor

BUS & TRANSFER
HARRY COSGRIFF, Prop.
Bus and Transfer
Bus Meets all Trains
Harlowton, Montana Telephone No. 63.