

CORRESPONDENCE

Marmon

The remains of C. W. Johnson whose family lives eight miles north of here, were taken home from Granville on Saturday for interment. The funeral took place at his home Sunday afternoon, Rev. MacInnes conducting the services.

Mr. Johnson came here from South Dakota in September 1906. Since coming to the state he has been rail-roading, being section foreman at Granville, where he died of pneumonia on September 4th. He was a native of Denmark coming to America in 1881, at the age of 25.

Mr. Johnson was a member of the I. O. O. F. and M. W. A. lodges. His body was accompanied by men from both these lodges, who attended the funeral.

Earl Smith, our postmaster, was up to the funeral on Sunday afternoon. His best girl accompanied him.

Mrs. G. Livingston is visiting her mother at Minot.

Mr. Johnson's threshing rig worked at Lee's on Saturday. Miss James' flax crop was taken up there and threshed. We have not learned how it came out.

Rev. Oudahl of Bonetrail preached in the Loken school house yesterday.

The Ladies Aid of the Free Lutheran church met with Mrs. Berg Monday.

Miss Floy Brownson returned Friday from a visit with her parents in Minneapolis.

John Silker enjoyed a visit from his brother, E. N. Silker of Epworth, Iowa, last week. Mr. Silker was much impressed with this western country.

Bert McIntosh who has been sick the past two weeks, is much better.

W. W. Stine and sister, Miss Fannie, made a trip over to Squires recently. They report a fine farming country.

Wm. Green is now busy building a new residence on his farm south of Marmon.

School began at the Twin Lakes on Monday, Sept. 7th.

Miss Collins of Huntington, Ind., visited Mrs. Ward Stein recently.

Jack Marmon who has been spending his summer vacation at home, returned to Des Moines, Iowa, where he has been attending school the past two years.

Jim Maloy "proved up" last week and has gone on a trip to Iowa where he will be this winter. He rented his land to Mr. Brannon for next year's crop.

Mrs. Coburn is "proving up" this week, after which she expects to visit her parents in Michigan.

Mrs. Simmons of Michigan is visiting her niece Mrs. David Johnson, on her way to her brothers in Washington.

Mrs. Shires, of Minot, is visiting with her sister, Mrs. Johnson, since the death of the latter's husband.

Curt MacDonald is back from the threshing. He is busy ploughing.

John Fister has been working for C. McDonald the past week.

Mr. and Mrs. David Johnson visited with Mr. and Mrs. MacInnes the first of the week.

Mrs. H. Halverson and Mrs. Johnson made a trip to town last Friday.

Gunder Livingston has gone to Minot to visit with his wife at her parents. They are expected back in a week's time.

The children of Mr. and Mrs. W. Steire, who have been very sick with Cholera Infantum are convalescing.

Nesson

A light shower fell here Sunday night and as it was wet to stack in the forenoon lots of the farmers went to Ray.

Mike Malona from the south side, past through Nesson Sunday on his way to Ray.

Wm. Wilter and E. L. Gunderson of Ray, came down Sunday and with George Hutchinson went to the south side after chickens.

Shock threshing is finished here and grain is turning out rather poor.

Mr. and Mrs. Thompson, of Beaver visited at E. O. Westcott's Sunday.

Miss Eva McKay leaves here Tuesday for the Black Hills in South Dakota to spend the winter with her sister, Mrs. Hogs. Miss Eva goes for the benefit of her health. It is hoped by her many friends she will return with her health restored.

Mr. Tande has his threshing rig out on the Tioga flats as the grain there was not hauled out and he expects to have a good run.

The Williston Land Company would like a number of choice loan applications at once. Call and see them.

NAVIGATION ON UPPER MISSOURI

MASTER KEY TO RIVER NAVIGATION—UPPER MISSOURI COUNTRY A TRADE PRODUCER.

(Continued From Last Week)

The Missouri the Master Key to Inland Navigation.

But those cities on the lower Missouri must, in order to demonstrate to the country at large and to congressional committees through whom the appropriations for these waterway improvements must come that it is feasible to construct a deep-water channel up the Missouri to its present greatest emporium, and that trade demands and will continue to demand it—they must be able to show that the trade resources behind those centers are such as to guarantee greatly enlarged commerce which will be developed in a material degree by such Missouri river improvements, and that those resources will expand so as to require the deep channel to be carried further up the stream. Where must those cities look for tributary territory which will in the discussion determine the government to act affirmatively? Not alone to the west and southwest. The field in those directions is large, but in a relative sense it is restricted, while it can be reached only by rail carriage.

Co-operation and Co-participation.

Merchants, commercial clubs, navigation congress—all must look, for the sinews of war with which to reinforce the general array of elements into an invincible power to enforce conviction, upon the subject of river improvement, to the upper Missouri valley. And in order to fix attention upon that special line of resources, these allied forces must bring about, in the sense of a revival upon aggressive lines, boating trade between the lower and the upper Missouri river.

Present conditions and the potential trade relations between the two grand divisions of the Missouri river valley warrant immediate revival of navigation on the lines above indicated. It is simply a question of descending to details in working out business propositions involved in such trade, and the assembling of capital in intelligent hands with which to finance the business. If the attempt is made, it is predicted that the problem will have much less real difficulty in it than is generally supposed, and that results will be not only satisfactory, but surprising, in growth of trade and in the moral effect which such operations will have upon the public in reassuring it of the practicability and the necessity of river improvement to insure and safeguard the enlarged commerce which must follow a successful initiative.

Upper Missouri Country a Trade Producer.

Further: Let us look into some of the trade elements surrounding the upper Missouri region and which in the absence of rivals on the part of the lower Missouri towns for dominance of the up-river trade, will be exploited by railroads and commercial centers which have long been in the field reducing those elements to intelligent handling. In this problem traffic east and west of the upper Missouri valley is involved.

Speaking roundly, Bismarck, Pierre and Sioux City are not far from equi-distance from Lake Superior at Duluth, the distance being in the neighborhood of five hundred miles. The two last named towns are much nearer the Twin Cities. At Duluth a water rate to Buffalo can be had on the same basis, substantially, as from Chicago, while it is not much more than half as far from Pierre to Duluth as it is to Chicago. The Twin Cities have for a long time had such hold upon the upper Missouri river trade as to have practically dominated it, except as to the southern portion of South Dakota east of the Missouri, and the Black Hills, in which districts Sioux City has probably had the larger portion of the trade, Omaha and Kansas City sharing in it. The Red river towns and Duluth share with the Twin Cities in the remoter northern areas of the upper Missouri. Chicago has a large part of the trade over these general areas, but more in the southern than the more northerly localities. Shipments of raw materials from the upper Missouri are practically all eastward, to the Twin Cities, Duluth, Chicago and other lake ports, and from the southerly portion, to Sioux City and in lesser degree, to Omaha and Kansas City as to live stock. In a word, and speaking substantially: Except as to part of the livestock trade, shipments of raw materials from the upper Missouri are made to commercial centers on or east of the Mississippi, while the lower Missouri towns control practically none of it, and the shipments inward of what is consumed are, to nearly the same extent, from the cities to eastward above mentioned. And the entire shipping process both ways is by rail.

Present Upper River Navigation.

The west-bound trade from the upper Missouri is in its infancy, but the Orient is drawing an appreciable fraction in cereal and other products from the chief subjects as incidental to like trade from the Twin Cities and other manufacturing points in the Northwest, while lumber products form the chief subject of inward shipment from the Pacific coast. The only substantially long-distance river traffic extant on the upper Missouri is that carried on north of Bismarck, and which is located principally over a stretch of some 350 miles from Fort Benton to a railroad point or points eastward on the Great Northern road which there digresses northward from the Missouri.

But there are certain phases of commercial trend pertaining to the northern section of the upper Missouri which may and probably will tend strongly to dominate the territory in question, as auxiliary forces to those already referred to as in present control, and which are likely to still further divert traffic away from the lower Missouri towns and to permanently impair their abilities for grasping and holding such trade, if time is allowed to go on without an effort on their part to stem the tide against those influences. We refer to railroad connections most of which have long been in existence, and some of which are understood to be either in process of development or which are inevitable.

Probable Future Trade Factors.

Should a railroad be constructed from the mountains above the head of navigation and down the Missouri, having as its objectives the exploitation of trade, over existing lines, or over strictly water-level railroads to the Pacific seaboard and the Orient westward, and of trade southward and eastward to the Gulf of Mexico, such system being planned also in connection with the commerce of the Isthmian canal; and if such a project were operated in connection with existing and controlling railroad systems now connecting the Great Lakes and the Twin Cities with Seattle and the Pacific seaboard in that locality; is it improbable that these developments, in hands long made cunning by experience in railroading with water carriage on a large scale as an adjunct would seek to control Missouri river trade far to southward? And, in the absence of early and persistent effort by commercial centers down the Missouri to seize upon and hold the trade in question, is it improbable that they would be worsted in the battle for its control to northward? And if, in the growth of the resources of the Winnipeg Basin, the not distant future shall witness rival carriers building lines to the Missouri in North Dakota and Montana to connect it with water points in that basin or with existing trans-continental lines in the Dominion which are in touch with both seaboard, is it too far-fetched to surmise that such commercial connections would reinforce the tendency to control of upper Missouri trade to northward?

And in the final analysis of commercial conditions, present and future, in the northern section here under discussion, the great, seemingly overpowering considerations are two facts—the overland trade with the Orient, and the very significant point that the western end of the Great Lakes system is so far westward as to furnish a tremendous double advantage as a reinforcement to the entire trade movement over the greater portion of the North American continent, east and west. This great advantage is, in turn, likely to be accentuated through utilizing the Red river, Lake Winnipeg and Hudson Bay links of a future waterway and rail carriage system whose possibilities are but just beginning to dawn upon the public mind.

National Waterway Relationship of Upper Missouri.

We believe the upper Missouri region is peculiarly within the sphere of influence of the foregoing considerations pertaining to the Lakes system and the Orient. That the Gulf trade and its far-reaching incidents, to southward, and the Pacific and Orient elements on one hand and those involved in the Lakes system on the other, to northward, will in the end be the grand forces contending for supremacy throughout the upper Missouri territory.

The Missouri river, from the very head of navigation, carries substantially the same volume of water for thousands of miles, and is navigable for the same class of boats at Fort Benton as are usable at Sioux City. In other words, evaporation just about equals reinforcements from tributaries throughout the entire upper Missouri—and, for that matter, (Continued on Page Three)

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Alumni Meet Sept. 29.

The Alumni of the State University of Minnesota, will hold their annual meeting at the home of Mr. and Mrs. E. A. Palmer on the evening of September 29th. All university students are invited and should report to Miss Ella Gogan.

CONGREGATIONAL CHURCH

Sunday services as follows:
Bible Hour..... 10:00 a. m
Morning sermon..... 11:00 a. m
Junior service..... 3 p m
Christian Endeavor..... 7:00 p. m
Evening sermon..... 8:00 p. m

CATHOLIC CHURCH.

Mass at 10:30 a. m. on the 1st and 3rd Sunday of each month. Sunday school at 2:30 p. m; evening service at 7:30.
S. J. Arsenault, Pastor.

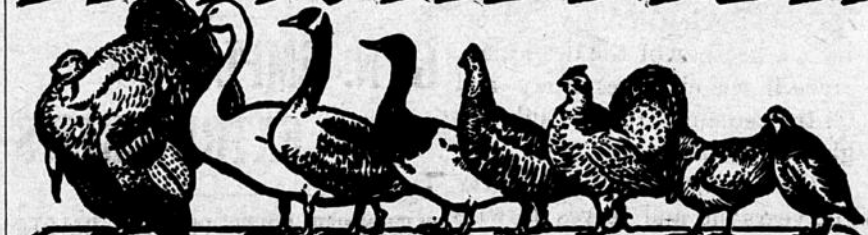
Just Received.

A large order of Toilet Waters at 50c and \$1.00. Perfumes, Face Powder, Talcum Powder, Sachet Powder and Soap put up by Solon Palmer of New York. These articles are considered the best in quality and reasonable in price. Call for a sample of perfume.
Williston Drug Co.

Four of the eight 5-acre tracts we have just platted join the State Experimental Farm and are great big bargains at the price asked, \$110 per acre. Easy terms, but you'll have to hurry. They won't last long.—Williston Land Co.

Blacksmith Coal—I have just received a car of extra fine blacksmith coal. Phone 232 and orders will be promptly delivered.
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Bids Wanted

Bids wanted for the construction of a two-story and basement brick building, 60x25 feet. All bids must be accompanied by a certified check in the sum of \$100 as a guarantee that the successful bidder will enter into contract and furnish good and sufficient bond for the performance of the same.

Plans and specifications can be seen at the office of the architect, R. T. Frost, Minot, N. D., or at the store of the undersigned.

All bids must be in my hands September 15th, 1908.

K. H. Saykally, Williston, N. D.

Citizenship Papers.

Judge Goss will be in this city on October first for the purpose of hearing final petitions for citizenship. All persons having in petitions for final papers should be present on that day and get their papers if they want to vote at the election this fall.

Are you tired of paying rent? See AAEN BROS. they will sell you a house CHEAP.

How to get Strong.

P. J. Daly, of 1247 W Congress St, Chicago, tells of a way to become strong: He says: "My mother who is old and was very feeble, is deriving so much benefit from Electric Bitters that I feel it's my duty to tell those who need a tonic and strengthening medicine about it. In my mother's case a marked gain in flesh has resulted, insomnia has been overcome, and she is steadily growing stronger." Electric Bitters quickly remedy stomach, liver and kidney complaints. Sold under guarantee at Brownell's Drug store. 50c.

Messrs. G. M. Heddrich and Company are our exclusive selling agents in Williston. We do not sell or ship our goods to any other dealer; consequently, their store is the only one at which we can guarantee consumers will receive our importations genuine and fresh.
Chase & Sanbourn, Chicago, Ill.

Prices knocked down in Lumber at the Bovey-Shute Lumber yards. Call and see them for anything in building material. 8