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State Hist. Society

"The Injury of one is the Concern of all."

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OUR WATER HIGHWAY

House-boat Visitors Demonstrating a 2,000 Mile Voyage Past Forest City.

Our houseboat visitors have been providing us with a goodly round of attractions the past week. Commencing last Wednesday evening, Mr. Stiles and son gave a stereopticon exhibition at the schoolhouse, and Saturday evening a dance was given by our former "hustler," Harry Brehl. The stereopticon views consisted of some 300 pictures which Mr. Stiles had taken in Florida on a previous trip, including places of interest in Jacksonville, St. Augustine and St. Johns river. Most of the pictures were scenes in and around the city of Miami and the Everglades, which are being drained and opened to settlers. Besides the novelty of the automobile power of the boats, they also contained an organ and other musical instruments, an Oliver typewriter, and no end of photos and other bricabrac.

Monday morning Mr. Wilford Stiles found a week's job of painting at the Agency, so the party is still with us as The Press is printed, and expects to remain till Sunday or Monday.

The elder Stiles is a master painter and decorator, having followed it in its several branches for more than thirty years. In the summer of 1909 he became interested in Southern Florida through the recommendation of a brother who went down and made an investigation of claims made by companies selling Everglade land, and at that time he bought a tract of ten acres near the city of Miami. It was at this time, while living at Mandan, N. D., where he was manager of the Mandan Decorating company, Mr. Stiles decided to move to Florida by the water route and he has been telling his friends ever since that he thought it practical to go floating down the Missouri, by house-boat, to the Mississippi, thence on to New Orleans, then by way of canal and lake to the gulf where a considerable of the way would be a protected coast to the Caloosahatchee river, to Lake Okeechobee, then down one of the new state canals to Miami. (Railroad fare from Mandan to Miami would be about \$60 each and a car for emigrant movables at \$290, which would make the expense of the party \$770.) He is now demonstrating whether it is feasible or not. He is not a navigator, this being his first water trip. His two boats cost less than \$150 and were built in two weeks by his son Wilfred, his son-in-law, E. P. Watson, and himself, all painters who compose the male party of the boat's crew, the others being Mrs. F. I. Stiles, Mrs. E. Daniels who

is 86 years old and Mrs. Stiles' mother, Mrs. E. P. Watson and 4-year-old daughter Donna, and the Misses Frances and Florence Stiles.

Mr. Stiles says they have been been fairly comfortable on the boats the past winter and not very lonesome; they have had several parties, the neighbors coming in to make merry. At one party they danced; one was a progressive whist party and one was a stereopticon entertainment. Mr. Stiles has a complete stereopticon outfit with him, made from views he has taken in his previous trip to Florida, having over 300 slides. While Mr. Stiles has sold Florida land as a side line, he has no land for sale at this time, the company that he was representing having decided to hold the remaining tracts for future sales.

A little political issue has happily been averted, so far as Gettysburg is concerned, by the city authorities of Gettysburg purchasing four acres of land on the south side of the city limits for a dumping ground. The former dumping ground, besides being a menace to the city, was an "eye-sore" to the Red and Yellow Trail. The dimensions that it had assumed, previous to being fired and burned up last winter, it seems to us, was the biggest kind of detriment and damage to the ground, and we can't quite understand why any farmer or land owner would ever give his consent to his land being used for such a purpose. It occurs to us that there is a better and more useful way of disposing of a city's dumpings than to put it in heaps on a man's land. But Forest City has not taken any action yet. Of course we ain't as big as Gettysburg yet, and things here can go any old way—just so "Nero can fiddle."

Under a law passed by the recent session of the legislature all school districts must hereafter publish an annual statement in the newspaper nearest to the geographical center of the district. This statement must give a comprehensive idea of the receipts and disbursements and state in what bank the balance of funds are deposited. The bill was introduced by representative Courtney of Sully county, a farmer, whose school district had suffered a loss of \$3,000 by embezzlement, something that could not have occurred had this new law been in effect at that time.

The school tax is the heaviest our people pay and they are entitled to know what is done with the money and how heavy a balance is being carried. Independent school districts have always been compelled to publish statements and the new law brings school districts under the same rule.—Iriquois Chief.

ROAD TO BE IMPROVED

New Road Scraper, in Competent Hands, Has Begun Work on the Beaver Gulch Roadway

It begins to look as if our "Red and Yellow Trail" will yet come "into its own" without The Press being especially concerned or worried about it. The latest news to indicate this is that R. B. Ellis has been given charge of a brand new roadscraper or drag which he has already put to work on the Beaver gulch, where the rains had left the road extremely rough.

Monday he had Mel McGinnis working with him, when they had a five-horse team hitched to the drag. The one days work has made a great improvement in the road.

Harry Mesick inaugurated his auto mail service last Friday, with the best of indications that he has not made any mistake in doing so. In the forenoon of said day, he brought over a load of freight with the car, and in the afternoon made the regular trip with the car, which was again loaded with mail, express and three passengers. In addition, his son Elton also brot over another load of freight with the wagon.

Another advantage of this change is that mail will now arrive from Gettysburg an hour or more earlier than formerly, which will save Mr. Mesick the necessity and expense of employing an extra man to carry the mail and express across the river. He will keep an extra team at this end of the route in charge of his brother-in-law, Irving Werner, who will make his residence here, and transport the extra freight that is to be taken over the river.

The Pierre Capital-Journal has adopted the name of "Governor Byrne" for our Ferryboat, as The Press has suggested. By way of a curiosity of the situation, anent our "Red and Yellow Trail", boat landing &c, the people of Forest City are at a loss to know what to call our new Ferryboat, and The Press would inquire why it is so, but Uncle Sam don't like to have people, editors, most of all, ask him too many questions. The season of 1915 has opened, and the "Government Ferryboat" is still without a name appearing on it anywhere, and has also not yet had the stars and stripes floating above pilot-house.

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