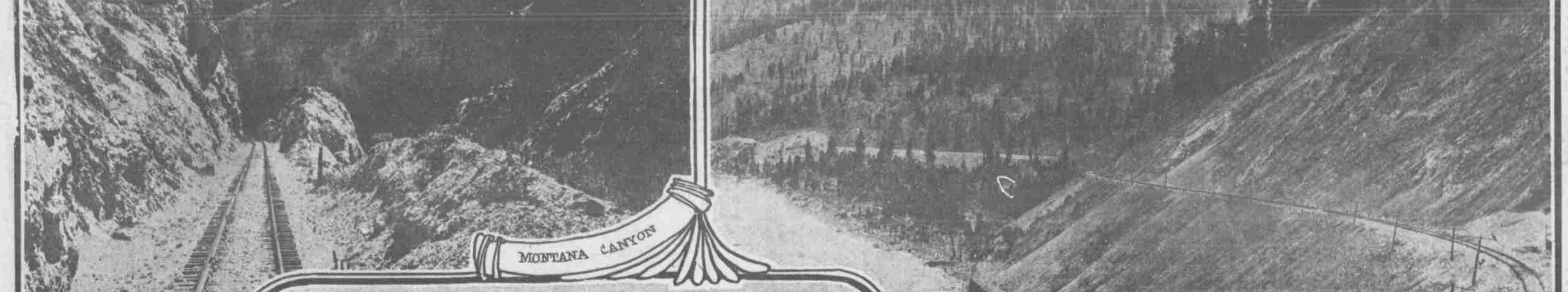


Re-Discovery of America Shown in Western Development



BY F. A. MILLER.

IN 1850 we did not have a foot of rails west of the Mississippi river. We had a funny little spur of rails running between Naples and Springfield, Ill., and a still funnier link running east of Memphis, a whimsical attempt between Vicksburg and Brandon. Down in Alabama there was a short strip which began and ended nowhere. Another streak of iron wandered across another corner of Alabama and there was a little building in Georgia and the Carolinas. The southern states, strangely enough, then led in railway construction, although there were a number of lines in the northeast that were wonderful in their way. There was a broken road from Detroit to Chicago, with a wistful jerkwater from Chicago to St. Charles. Then, in Indiana, there was a piece of rail running from Bushville to Madison—if you know where these points were—but not a foot of rail west of the edge of Illinois. That was just sixty years ago. Now look at the map.

There was not a foot of canal built west of the Mississippi river sixty years ago, although Maine had a little canal, as well as Massachusetts and Connecticut, while New York had several. Pennsylvania one clear across the state, Maryland one of considerable length and Virginia a very famous one—that which George Washington planned to extend from the James river across the Alleghenies. About this time the westbound rails wiped out all the theories of George Washington and everybody else. Ohio had a canal system of some extent between the lakes and the Ohio river, Indiana had one running from Toledo to Louisville and Illinois had one from Chicago to La Salle. But all these were wiped out by rails. How absolutely antiquated all that sort of thing seems today. Look at the map for the sake of curiosity. It seems almost unbelievable how small was that part of old America so long thought sacred. Eight-tenths of our crop-raising country then lay undiscovered. Eight-tenths of America—and the best part of America—was out of the picture—undiscovered.

After the civil war the great transcontinental lines went across one by one to the Pacific. Each time one was built there came the outcry that it was all folly, because it crossed a part of the country that could not support a railroad. The first government experts sent out to explore the west unanimously reported that it was wholly a hopeless country. Major Long utterly condemned the whole of Nebraska. Dakota was then not thought worth mentioning. Yet, one by one, the rails crept or rather rushed west. At last the continental lines did not pause. Everybody believed there were railroads enough across the continent. Everybody always has dreamed, and then other bodies have found that everybody did not dream big enough. Now comes the transcontinental extension of the Chicago, Milwaukee & St. Paul railway, known as the Chicago, Milwaukee & Puget Sound railway. Its western terminus is at the foot of Puget sound, without a question destined to be the center of affairs on the Pacific slope. Its eastern terminus lies at the foot of the great lakes.

As the Hudson Bay company long proclaimed that Canada could only be a fox farm, so the western cow men declared to all the world that nothing west of the Missouri river was fit for anything else but cows. The arrowhead of our westbound rails pierced this last of the absurd traditions. When it crossed South Dakota it changed the old order of wide ranges and began the day of the small farmer, the small cattle raiser, in short,

the day of denser population.

The latest transcontinental railway, the St. Paul, crosses the Missouri river about 100 miles west of Aberdeen, S. D., on a \$2,000,000 steel bridge, regarded by engineers as one of the greatest railroad bridges in America. The bridge consists of three spans of 425 feet each, with a steel trestle approach on the west side 1,350 feet long. The excavation for the foundation of three of the piers was made by pneumatic process to a depth of from seventy to ninety feet. The grade of the track is about sixty feet above high-water mark. From the Missouri river the line plunges into the head of the old buffalo range. It follows the valley of Oak creek and its tributaries for about forty miles, from which point it practically parallels the South Dakota-North Dakota state line on the plateau between Cannonball and Grand rivers for about fifty miles, from which latter point it turns to the east and follows the old drainage to the crossing of the Little Missouri river. The first eighty-eight miles lie entirely within the Standing Rock Indian reservation, recently opened to settlement by one of Uncle Sam's land lotteries. The line enters North Dakota as it emerges from the reservation. This portion of the reservation is well adapted to agricultural pursuits, and already many of those who won farms in the drawing at Aberdeen, on October 25, 1900, are beginning to develop their 300-acre farms. Between the Indian reservation and the Little Missouri river, a distance of about 100 miles, the entire country, which four years ago contained only an occasional ranch, is now dotted with the houses of homesteaders and other settlers. That is what the railroad does.

The towns of McIntosh, Lemmon, Scranton, Bowman and Marmarth, on the St. Paul extension, are striking examples of western enterprise. In the number and substantial character of the buildings and business undertakings already under way, where only recently there was nothing but bare prairie. Lignite coal and excellent drinking water are obtained in abundance. The town of Marmarth, named in honor of Mary and Marthac, at the little Missouri river, is a St. Paul railroad division point and the territory naturally tributary that gives promise of the same rapid, substantial growth which characterizes the towns above mentioned. From Marmarth to Terry, on the Yellowstone river, sixty-five miles, the line follows Cerral, Sandstone and O'Fallon creeks, adjacent to which there is much good farming land, which up to the present time has been used merely for stock raising. The state line between North Dakota and Montana is crossed where the town of Montana has been built. From Melstone, named in honor of Melville E. Stone, of the Associated Press, to Harlowton, Mont., 300 miles, the line lies in the valley of the Musselshell river, the agricultural possibilities of which are rapidly being demon-

strated not only as regards the bottom land, but the bench land adjoining. The cultivation of land here is successfully carried on by the modern method of "dry farming."

One of the most promising districts opened to the ambitious American farmer by the building of the extension of the St. Paul railway is found in central eastern Montana, bordering the Musselshell river, and from that name known as the "Musselshell Country." On the bench land for miles back on either side of the stream is found a rolling, well-grassed prairie, with rich soil and fine climate, adapted to the production of small grain. Much of the land in the district belongs to the United States government and may be homesteaded. No drawing is required—first come, first served.

The climate of the Musselshell valley is one of its best features. Mild, clear weather usually extends beyond Christmas time. The winter climate is tempered by the warm Chinook winds. The summers are hot, but the nights are cool. Stock winters in the open with no shelter and usually no feed except the nutritious native grasses, which cure on the ground. The soil of the bench land is a loam with a clay subsoil. It is free from stones and extremely fertile. Analysis shows it to be rich in all the elements of plant food. Similar soil in the Gallatin valley, one of the oldest settled regions in Montana, has produced wheat for forty years without showing any decrease in the yield. The western soils of volcanic origin are all rich. At Walla Walla, Wash., are fields that have grown wheat for sixty years and produce as much now as they ever did. The west, as a rule, is a country of light rainfall, and as a result the soils have never been leached and contain all their original strength and fertility. The crops best adapted to the Musselshell valley are fall wheat, oats and bull-tongue barley. With farming methods adapted to the soil and climate, these lands will produce the following yields:

Winter wheat	25 to 45 bu.
Oats	35 to 45 bu.
Barley	35 to 45 bu.
Rye	25 to 30 bu.
Silage	50 to 60 tons

Per Acre.

In Washington the lines literally fall in pleasant places westward of Rosalia, running through a fertile and well-settled country to Fallsdale. All eastern scenery pales into insignificance compared with that of the western mountains, and one hardly need say that the Palisades here far excel in beauty the far-famed Palisades of the Hudson. West of Rock Lake the line runs through a country capable of producing grain, but hitherto undeveloped. The new town of Balaclava is in an excellent farming district.

Just beyond Rabbon is Lind, a name rarely heard of east of the Rockies, but one of the largest grain shipping points in the state of Washington. It is seventy-five miles from Lind to Beverly, but at

this latter point we reach the majestic and historic Columbia river. Great Britain wanted this river to be the northern limit of the States, but, as I have mentioned, our farmers thought otherwise. The new line crosses this river on a great steel bridge, with fifteen spans of steel trusses, supported by massive concrete piers, the channel span being placed so high that a draw is necessary. It cost the St. Paul road nearly a million dollars to bridge the Columbia river at Beverly, Wash.

Not far beyond the Columbia is the famous Kittitas valley, a great grain and stock country, irrigated from the Yakima river. This district is splendid for all manner of fruits and land is being developed in ten-acre tracts which bid fair to rival in productivity the best of the Washington and Oregon districts. There is one more mountain range to pass—the Cascades. The new steel trail to the Pacific ascends these timbered slopes and gets over Snoqualmie pass at 3,619 feet. The line follows the Snoqualmie river down through some of the heaviest timber in the state. At North Bend it takes the Cedar river valley, and from the town of Maple Valley the run into Seattle and Tacoma is easy. The Tacoma branch crosses the Puyallup river, just above the interurban bridge at Tacoma. The descent from Montana to the Pacific coast has been eminently practical, the maximum grades being 1.5 per cent, the balance of the line a per cent. These insignificant details from the new railway sound prosaic, but they cover a great country and a great story.

The last of the transcontinental trails—the St. Paul railway—represents the fastest building time ever known in the railway world. The first shovel of earth was turned on April 2, 1893. The last rail was laid near Missoula, Mont., on March 29, 1899. The extension of more than 1,400 miles, the lot of a great railway system to the Pacific coast, was built in less than three years. During this period more than 60,000,000 cubic yards of material had been excavated, 20,000 yards of tunnel driven, 200,000 tons of eighty-five-pound rails laid. The total cost of building this extension was nearly \$100,000,000. On some days more than five miles of new railroad a day, over all sorts of country, were built. In early times a mile a day was considered almost a miracle under the most favorable conditions. But this line was built in sections simultaneously throughout its whole extent across the continent. From St. Paul, Minn., to Aberdeen, S. D. The line was finished to Marmarth, 283 miles west of Aberdeen, October 10, 1897, and to Terry, Mont., 371 miles west of Aberdeen, February 15, 1898. It reached Miles City March 1, 1898, and Lombard, 722 miles west of Aberdeen, March 15, 1898. From Harlowton to Lombard, Mont., the line of the Montana railway, already constructed, was used, and the opening of train service to Lombard, on March 15, 1898, gave through service to Moore, Mont., and Lewistown, Mont. The city of Beverly was reached in May, 1898, and the last rail laid near Missoula, Mont., on March 29, 1899.

Several branch lines are already under construction, and the Cannon Ball line in South Dakota and North Dakota, through

MISSOULA RIVER, MONTANA.

the Standing Rock Indian reservation, is nearly completed. Through passenger train service is offered between the Twin Cities and Butte, and local passenger service between Butte, Seattle and Tacoma. Through limited trains between Chicago, Seattle and Tacoma will probably be started in the fall of 1910. Through freight service has been offered between Chicago and north Pacific coast points since July, 1909.

A most remarkable test of the facilities for handling freight on a new railroad was made in November, 1909. A cargo of Japanese silk, valued at \$500,000, was taken from the steamship Tacoma Maru, of the Osaka Shosen Kaisha line at Tacoma, loaded on a fast freight train of the St. Paul extension to the coast, and delivered in New York within five days. The freight was received in New York ahead of the bills of lading, which came from the Orient on the same steamer and were sent east by mail. This is probably the only time in the history of American railroads where a freight train has beaten the mail across the continent. Incidentally it proved that the new transcontinental line had been pretty well built. Thus the St. Paul road has rediscov'ered a vast new world of America and is able to give the American people a glimpse of a country which few of them ever saw before.

For a long time the western border of Iowa, Nebraska and Minnesota had a ragged fringe of farms, which halted at the edge of the buffalo and Indian country. If a man wanted more land, he did not have

to go more than ten miles to get it, and he went by wagon. But this sort of expansion ended about 1850. In a half dozen years the Dakotas saw 10,000 people move into towns and villages, and 250,000 farmers take up homesteads. The prospect for more land in 1867 became so great that a new railway to the coast became a national necessity. It sounds simple, but it was a great and fascinating task and one leading in enormous footboards of civilization. One may figure that the St. Paul road has added, by its extension to the coast, to the cause of abundant and permanent homes something like 50,000 square miles of country—an area greater than that of many of the eastern states. In four years it has taken into that new country nearly a hundred thousand settlers. How much does that mean to the aggregate of American wealth? It is beyond the computation even of men who deal in figures.

Quaint Features of Life

Rip Van Winkle Outclassed.

JOHN WILLIAM EXLINE of Kenton, O., 72 years old, is awake after a sleep of thirty years, just a few years longer than Rip Van Winkle's, and he faces to face with the wonders that science and invention have accomplished since an ill-fated day in 1880, when a boiler explosion blasted his memory.

Before he received this injury he was a studious workman and thought of the possibility of men flying like birds, and even had a discussion with his fellow-workers on the subject a few minutes before the explosion took place.

"We flew that day," said Mr. Exline, grimly, "and, now they tell me that men can fly without waiting for somebody to blow them up. Oh, I can see I have a great deal to learn."

Est Scars Burglar.

A woman burglar, dressed in a black silk gown, heavily veiled, and accompanied by a man, was scared from the house of John Calvery, a wealthy coal dealer, living in the Clifton Park section of Westview, N. J., by a servant coming downstairs to let in the cat.

The burglars had crept by a front window, which they opened with a jimmy, and had packed up all the silvers, tables and a large amount of jewelry when the servant girl heard the cat crying outside the kitchen door. As she came down stairs to let the cat in she heard the swish of a woman's silk gown. Turning up her light she found the packed bundles ready to be taken away. She ran to the front door and saw a man and woman running down the street.

cully in convincing the courts that \$75,000 worth of property is her own, and was not given to her by her husband, John Mackler, who died in bankruptcy. Until Jesse W. Sikes, trustee in bankruptcy, of the estate of John Mackler, filed suit to recover this property and caused her story to be dragged to the courts, she was known only as an ordinary housewife, doing her own work and receiving small spending money from her husband. Year after year she lived as if she were having the same hard struggle with life as her neighbors.

Corncob Industry Grows.

Free corn and a big lot of corncocks suitable for pipes are likely to come about if the corncob factories continue to bestow seed corn with as lavish a hand as is being done now.

The corn is now nearing the maturing stage and the shucks will be flying soon. A corncob factory at Washington, D. C., supplied the agriculturists with the seed, with the proviso that they raise the corn, shell the same and furnish the factory with the cobs.

To show that there is nothing small about that factory they have agreed to give the farmer 25 cents a hundred for cobs shipped to the factory.

Under these conditions the farmer has free seed, retains his shelled corn and will then have about a cartload of cobs to convert into the coin of the realm.

It is expected there will be a general movement of the farmers in the corn states to try the new corn.

Queer Cause of Divorce.

Almost every imaginable excuse has been presented as a plea for severing the marital tie, but the Italian husband of New York whose wife has left him because she prefers the simple life to his mansion seems to be defending the only case in which such a plea has been made.

Many a woman leaves her husband because he is poor. Leaving him because of his wealth seems at first glance ridiculous. But, after all, perhaps the woman in this case has a logical argument. Born a peasant, she finds the artificialities of life as the wife of a rich man intolerable. Hands accustomed to toil cannot brook idleness.

Fortune in Her Bustle.

When bustles went out of style, Mrs. Ollie Mackler of St. Louis who had carried more than \$2,000,000 of \$1,000 dominionion in that article of apparel, having no other way to dispose of the money, invested it in real estate and coal mines.

In consequence of the effective concealment of her fortune, she is having diffi-