

age reservoir built there, not only for the benefit of Wyoming, but for Nebraska as well. The Secretary has set aside \$2,250,000 for the Shoshone River, Wyoming, project and \$3,330,000 for the Pathfinder project on North Platte River, to be partially expended for the benefit of Nebraska. Thus about 15 per cent. of the entire reclamation fund will be laid out in Wyoming, although she has contributed only about 4 per cent. of the fund. Scenes along the Platte and the Shoshone canyons are among the wildest and most picturesque in America.

Second to Wyoming comes the territory of Arizona, with the great Salt River project at an estimated cost of about four million dollars, requiring upwards of 9 per cent. of the entire reclamation fund, although Arizona has contributed less than 1 per cent. It is stated by the engineers that the opportunities for water storage in Arizona are, next to Wyoming, the best in the arid West, while the soil of that territory is not only extremely fertile and lying at a moderate altitude, but the climate is semi-tropical and under careful cultivation, ten or even five acres will support a family. Southern California to-day, with a similar soil and climate, has thousands of prosperous little five and ten acre farms.

The third State in order of irrigation benefits is Montana, which, although lying far north, has a splendid water supply and likewise rich land. Actual construction has been begun by the Government on the Yellowstone, where, owing to the plentiful flow of water, none of the embarrassing complications of vested water rights exist, which have prevented work thus far on the upper Missouri River and on the Milk River. The funds allotted to Montana for the Huntley, Lower Yellowstone and Milk River projects amount to over three million dollars, or nearly nine per cent. of the fund, which is in excess of the amount contributed by Montana.

The fourth State in order of benefits is Nevada, contributing the least money to the fund but probably most needing the benefits. It was, in fact, through the dire wants of this State that the law received its inception, being first known as the Newlands bill, this unique plan of automatic appropriation being originated and introduced by Senator Newlands, then a Representative, in the spring of 1901.

Following Nevada come Idaho, Washington, Colorado, Nebraska, South Dakota, Oregon, North Dakota, Oklahoma, Utah, Kansas, and lastly New Mexico.

Throughout these States Government surveyors and engineers are working upon many interesting projects where strong rivers rush down out of the mountains in time of heavy spring floods, but which will be impounded behind great masonry dams to form storage lakes whence the water will later be diverted into the irrigation canals and used for crops on the desert soils. Thousands of prosperous homes will be the result when these works are completed, and the great West, which is to-day in reality but a sparsely settled community, will become more rounded out and better balanced against the more populous Eastern half of the country.

JUDGE GROSSCUP'S SOLUTION.

NOTED JURIST WOULD ESTABLISH COURT OF TRANSPORTATION TO REGULATE RAILROADS.

Numerous Rate Bills Before Congress at Present, Senator Morgan Opens Discussion.—General Public Desires More Enlightenment.

Whether or not there is to be the specific railroad rate legislation in Congress after the lines of the vigorous demands of the President, it is a fact that many laws have been started rejoicing on their initial courses at both ends of the Capitol. They are of all sorts and conditions. Some will die in the morning, some will be the bases for thunderous tirades of denunciation against the railroads, with no intention by the authors of accomplishing anything but getting their "remarks" before their constituents at home, in the morning, some will be the basis of the committees, and pigeon-holed, or possibly merged into the one or two bills which will be taken up for serious consideration by the House and Senate themselves.

There is a vast difference of opinion on the railroad rate question. There are some who tell us that the term "railroad" signifies everything that is

in the House, which after some discussion was passed by that body. No action was taken, however, by the Senate, but after adjournment the Senate Committee on Interstate Commerce held extended hearings, and during the present Congress there has been a flood of railroad rate bills in both houses, ranging all the way from the Interstate Commerce Commission bill, which is generally considered as the administration measure, to bills widely and radically different in their provisions. Bills have been introduced by Senator Dooliver of Iowa, by Senator Foraker of Ohio, by Senator Elkins of Virginia, the Chairman of the Senate Interstate Commerce Committee, by Senator Morgan of Alabama, by Senator Culberson of Texas, by Representative Hepburn of Iowa, the chairman of the "railroad rate committee" of the House, by Representative Hogg of Colorado; also the Interstate Commerce Commission bill and various others.

Senator Morgan recently made the first argument in the Senate on the rate question, in support of his bill, which provides for the regulation of railroad rates through the regular courts of the country. Senator Elkins' bill also proposes that the Federal courts shall determine whether rates are excessive, and provides for an injunction against any road which is found to be charging an excessive rate. The bill which has been introduced by Representative Hogg, formulated by Judge Peter Grosscup of the United States District Court of Chicago who rendered the decision against the Beef Trust, provides for a special railroad court to decide all such matters. Judge Grosscup's bill establishes seven Courts of Transportation, situated in different sections of the country, to try the particular cases arising within their territory. During a stated period of each year the judges of the seven courts are to meet together and hold court en banc in Washington or elsewhere, just as the Supreme Court of the United States sits together for a stated term, after having held individual court in the different Federal districts of the United States. There is right of appeal from this Court of Transportation to the Supreme Court of the United States. It is argued in favor of this bill that inasmuch as railroad rate matters, even where they are decided upon by the Interstate Commerce Commission, must finally go to court, the matter can be simplified by having them considered in the beginning by this Court of Transportation. Also that this Court of Transportation, having no other business to attend to, can try the railroad cases much more quickly than the regular courts, while the members will be experts on the subject, making the subject the study of their lives. The Grosscup bill also continues the work of the Interstate Commerce Commission with some modification in organization, authorizing that body to arbitrate railroad matters wherever possible and to act as counsel or attorney for the shipper or complainant, at the Government's expense, wherever any case of controversy arises between the shipper and the railroads.

This bill is favored as a measure whose provisions overcome the danger which it is stated would arise from the creation of a Commission at Washington which would hold the vast railroad interests of the United States in the hollow of its hand. There is an apparently growing sentiment among many people that to constitute any body of men a political commission with such vast power as the ability to make or unmake any railroad rate on the 79,600 miles of railroad in the country, would afford such an enormous centralized power as has never heretofore been dreamed of by the most radical advocates of the central government idea as against the diffusion of power among the people and the several States. It is realized that such power in the hands of any administration would, if misused in any degree, make possible the indefinite continuance in power of that political party and require an absolute uprising of the entire nation, en masse, to bring about political changes.

The great number of railroad bills thus far introduced and which are being widely discussed, show that there is as yet no general crystallization of sentiment on the subject and that statesmen and supposed specialists, to say nothing of the average individual throughout the country, are in a receptive mood and seeking for information and education on the question.

GETTYSBURG BATTLEFIELD.

The Turning Point of the Civil War. A Remarkable Guide.

There is a guide at Gettysburg, Pa., Charles D. Sheads, to be found at the Gettysburg Hotel, who is a genius. While not himself a soldier, perhaps few if any of the actual participants of that three days' terrible fight have a title of his knowledge of the details. He has been a resident of the town since 1865, and was conductor of the Gettysburg & Hanover Railroad until it was burned by the Confederates June 25, 1863.

Upon the memorable first day of July, with many other citizens, he went out to the right of the Union army, where the battle had already commenced. A member of the Twelfth Illinois cavalry fired the first shot, and a squadron of that regiment continued skirmishing until relieved by the infantry of the First corps, commanded by Maj. Gen. Reynolds. Later in the day Gen. Reynolds was killed, and the Union troops under Doubleday fell back through the town and fortified the heights beyond. Every house, public and private, had become a hospital, and Sheads found his little home filled with dead and dying of both armies. Upon the second and third day of the battle he was caring for the wounded and shortly after commenced again running his train.

For the past nine years he has explored his entire time as a battlefield guide, and no one has witnessed more of the 450 monument unveilings, over the 35,000 acres where the battles were fought. Generals and privates, Federals and Confederates by the hundreds have been plotted by him over every spot where they had been stationed and have listened to his truthful history of their movements, while from them he has steadily added to and increased his store of knowledge.

The name and location of all the corps, divisions, brigades and regiments and their commanders in the Union army and the general location of all the Confederate forces and their movements are to him an open book, and the hours spent with him leave but little to be desired by even those who are seldom satisfied.

Gettysburg will always be considered by the North and acknowledged by the South as the high water mark of the



ON GETTYSBURG BATTLEFIELD.

great civil contest, and when the sun went down on that bloodiest of fields where the dead and dying had fallen by thousands, as it looked upon the defeat of Pickett's immortal charge, it also saw the beginning of the end of the greatest of modern conflicts.

And because there was no shame in that defeat and because deeds of endurance and heroism belong to each army in equal measure, the battlefield will remain forever the Mecca of all brave Americans and of every military student of the entire world.

Autos For Rural Delivery.

The recommendation of Fourth Assistant Postmaster General DeGraw that rural carriers be allowed to use automobiles in serving their routes has been approved by Postmaster General Cortelyou. The Postmaster General, however, expressly reserves the right to require the rural carriers to discontinue the use of such vehicles and resume the service of their routes in the ordinary vehicles prescribed by the regulations, if proof is made of unsatisfactory service arising from the use of automobiles. In addition to this, the rural carriers are required also to maintain a fixed schedule so that the boxes for their patrons may be served at or about the same time each day.

The greatest depth to which a submarine boat has descended and returned to the surface is 123 feet.

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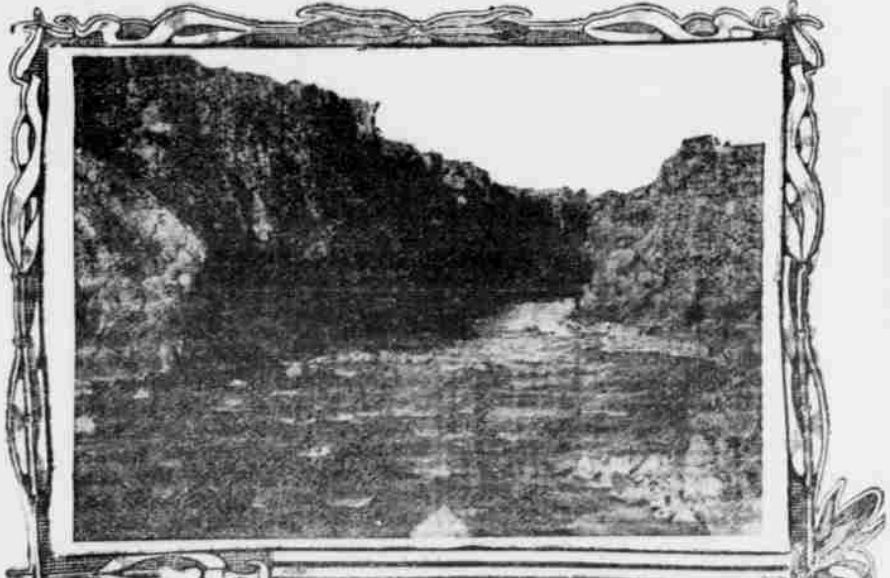


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North Platte River Near Government Dam Site.

Building Government Dam in Nevada.

As all the money which is being expended in the construction of these irrigation works is to be paid back to the Government by the settlers taking the land, and to go into the "reclamation fund," the work of future construction will proceed as fast as the repayments are made from the projects now under construction. Possibly also, when the first few completed irrigation projects shall have thoroughly demonstrated themselves to be the successful experiments which they are proving, Congress will not be averse to making a direct appropriation as a loan to the "reclamation fund."

A direct Congressional appropriation for such a loan is not believed to be at all beyond the bounds of accomplishment some time in the future after, as stated, the systems now under construction shall have demonstrated themselves to be the successes predicted. The present figure above noted of \$27,000,000 for irrigation would have been looked upon as the dream of an impractical enthusiast at the time that the irrigation bill was being discussed in Congress, less than four years ago. The year before the passage of the act the securing of a hundred million dollar appropriation would have been believed to be as likely a figure as five million, to say nothing of thirty-seven million.

Peter Larsen, of Montana, is the richest Scandinavian in the United States. He is quoted as next in wealth in Montana to Senator William A. Clark.

same time he has stated that it is of course his desire that nothing should be done to injure railroad properties or drive the companies out of business. The railroads themselves are not pleased with this plan of regulation. While many of them may not have done, in past times, the best possible by the public, they fear that to give an absolute rate-making power to a political commission, such as the Interstate Commerce Commission, appointed by a Chief Executive, would be not only an unconstitutional method of regulation but would place in that body a power which if not wisely administered might practically put them, the railroads, out of business. The provision that they would have recourse to the courts after a rate had been fixed by the Commission and put into effect would help them but little since their entire schedule would be changed and the damage done, before the courts could be brought to reach a decision.

The other point of view is that with the knowledge that their rates will be carefully scrutinized and contested they will be extremely careful about the making or enforcing of any excessive rates, while with the enactment of a comprehensive law the remedy will always lie with the Government to inspect and supervise any existing rates, without, however, disturbing or overturning the business of the railroad or interfering with the business of communities.

At the last session of Congress the greatest interest in railroad matters centered around the Esch-Towsend bill

COFFEE WAR

The Coffee Importers and Roasters are Attacking **POSTUM FOOD COFFEE**

All Along the Line.

"THERE'S A REASON."

Many people have found out the truth about old-fashioned coffee. They have overcome disease caused by it. The plan was easy and sure. Quit Coffee and use Postum. Proof with one's self is stronger than any theory. The Postum army grows by hundreds of thousands yearly.

The old-fashioned Coffee Magnates are now deriding Postum through the papers. Because their pocketbooks are hurt, they would drive the people back to the old coffee slavery.

One coffee prevaricator says: "It (Postum) has lately been exposed and found to contain an excess of very ordinary coffee."

Another that "it (Postum) is made from a small amount of parched peas, beans, wheat, dried sweet potatoes, and paste of wheat middlings."

Here's to you, oh faithful followers of the tribe of Ananias:

\$100,000.00 CASH

will be deposited with any reputable trust company (or a less amount if desired) against a like amount by any coffee roaster or dealer. If the charges prove true we lose, if not we take the money as partial liquidation for the infamous insult to our business.

The Postum Pure Food factories are the largest in the world, the business having been built upon absolutely pure food products, made on scientific lines, "for a reason" and the plain unvarnished truth told every day and all the time. These factories are visited by thousands of people every month. They are shown into every cranny and examine every ingredient and

process. Each visitor sees Postum made of different parts of the wheat berry treated by different mechanical methods and one part blended with a small part of pure New Orleans molasses. So he knows Postum contains not one thing in the world but Wheat and New Orleans molasses. It took more than a year of experimenting to perfect the processes and learn how to develop the diastase and properly treat the other elements in the wheat to produce the coffee-like flavor that makes suspicious people "wonder." But there never has been one grain of old-fashioned or drug coffee in Postum and never will be.

Another thing, we have on file in our general offices the original of every testimonial letter we have ever published. We submit that our attitude regarding coffee is now and always has been absolutely fair. If one wants a stimulant and can digest coffee and it does not set up any sort of physical ailment, drink it.

But, if coffee overtaxes and weakens the heart (and it does with some).

Or if it sets up disease of the stomach and bowels (and it does with some).

Or if it causes weak eyes (and it does with some).

Or if it causes nervous prostration (and it does with many).

Then good plain old-fashioned common sense might (without asking permission of coffee merchants) suggest to quit putting caffeine (the drug of coffee) into a highly organized human body, for health is really wealth and the happiest sort of wealth.

Then if one's own best interest urges him to study into the reason and "There's a reason," he will unearth great big facts that all of the sophistries of the coffee importers and roasters cannot refute.