

Some of Uncle Sam's Indian Wards

The Modern Crow & Living Refutation of the Saying,
"The Only Good Indian Is a Dead Indian"

ALTHOUGH such action has been anticipated for some time, it has not yet been made public when the United States government actually intends to open the hands of the Crow Indian reservation in Montana to white settlers. It is a fact that a considerable district in the lofty plateau and noble valley region of the Yellowstone and Big Horn rivers has been ceded to the United States by the Indian owners and in time, possibly during the summer, will be offered to actual seekers of homesteads.

The Crow reservation proper includes 4,000,000 acres, but only a portion of this vast domain, about 1,000,000 acres, will be thrown open to settlement. The ceded portions lie north of the old Fort Custer military reserve and include more than a hundred miles in the famous valley of the Big Horn river and nearly 250 miles of the valley of the Yellowstone. Only that portion of the valley lying south of the Yellowstone belongs to the Crow reservation.

The opening of the Crow reservation is of more importance than any similar event of recent years. This is not so much on account of the large tract of land embraced in the grant as from the fact that the land is to be supplied by the government with facilities for irrigation. The settlers on the Crow reservation will from the very first be relieved from the bog of crop failure. There will be no such possibility as crop failure from lack of moisture, for every acre allotted will be reached by the branches of the great government irrigating ditch and may be served with water whenever it is necessary. For this reason the land will be apportioned into eighty-acre homesteads, thus affording farms for 14,000 settlers.

Instead of pursuing its usual course of throwing the land open to settlement and permitting private companies to construct the irrigating plant the land department will reserve the privilege of controlling the water facilities and will divide the expense pro rata among the shareholders in the benefit. One of the unmistakable advantages which will come from this plan will be the protection of the settlers from the possibility of extortion and other hardships which might be inflicted by a private company.

More than a year ago the land department had a corps of engineers on the reservation testing and measuring the water supply of the Yellowstone, Big Horn and numerous other streams on the tract and making observations as to the best course of procedure. Colonel Robert S. Stockton of the United States geological survey was in charge of the work, and he was enthusiastic over the prospect. He reported that the flow of these streams is so rapid and the precipitation so great that water may be carried to the limit of point of the reservation without the aid of expensive propelling machinery. He declared that every foot

of the land acquired by the government could be irrigated and that the water supply will be sufficient and may be made unfulfilling.

It is only recently that the Absaruki or Crow Indians came into their own again. What was once the site of old Fort Custer, one of the most famous military posts of the northwestern frontier, at which the United States troops for more than a quarter of a century held in check the fierce tribes of these faraway plains, then reverted to the original owners, who had at last succeeded in making it clear that they had become sufficiently civilized to be trusted with their own estate. What was once the parade ground has already become the site of a flourishing Crow village, the barracks having been dismantled and the material having been appropriated by the thrifty Indians for building purposes. The once rather pretentious residence of the commandant of the post is now the domicile of old White-Earth-on-the-Forehead, who has turned the grand reception room, which has been the scene of so many army festivities, into a stable for his favorite pony. It is a remarkable event that this historic spot, wrested from this identical band of Indians more than thirty years ago, should now be returned to their safe keeping. These returned exiles are building their teepees on the spot where they stood when General Custer and his gallant troops were massacred.

After Sitting Bull and his 5,000 warriors had exterminated Custer and his band of 299 regulars the government determined to build a stronghold in the Indian country which would overawe the exultant savages. With this in view, an expedition was sent into the heart of the hostile country to select a location for the new fort. Rather less than two years after Custer's death a fort bearing his name stood at the junction of the Big Horn and Little Big Horn rivers, and the Indians were driven from the region with scant ceremony. In a short time the fort became the center of all military operations in the northwest country. It was the fitting outpost for many expeditions and the safeguard of all the enterprises carried on by white pioneers.

But the fort's prosperity was short lived. The Indians forsook their savage ways and began to cultivate the soil. When the war with Spain broke out the soldiers at Fort Custer were sent to Cuba, and the post was practically abandoned. A small guard remained there for awhile, but in time that was withdrawn and the site and its improvements reverted to the Crows, who were the actual owners. Colonel S. G. Reynolds, the Indian agent, took charge of the materials remaining from the dismantled structures and divided them among those of his wards who were rebuilding their teepees.

Notwithstanding their quarter of a century of repression, the Crows are today among the substantial people of the country, and their material prosperity is increasing daily. There are now only 1,824 persons in the Crow Nation, and they are the owners of about 3,000,000 acres, not to reckon the money they will receive for the portion of their reservation ceded to the government



HANDSOME ELK, A CROW INDIAN.

and their great herds of live stock. They are already engaged in agriculture, having constructed for their own use an irrigating ditch which supplies 100,000 acres. The head gate of this ditch, built entirely by the Crows, is the best work of the kind in the United States.

As stock growers the Crows have been pre-eminently successful. As breeders of horses and ponies they have added considerably to their wealth. Some time ago the chairman of the senate committee on Indian affairs reported that each surviving Crow—man, woman and papoose—owned at least seventy-two horses. During the last war these thrifty Indians sold thou-

sands of their small, but hardy, ponies to the agents of the British government and obtained good prices for them. They were taken to South Africa and were found to withstand the trying climate admirably.

The last reservation to be opened was the Southern Ute, in southwestern Colorado, in 1899. Since then the government has opened all reservations under a system which is a species of tombola, but gives all an equal chance.

Everybody who desires to take a chance is required to visit one of the registration points in person. Exception is made in the case of soldiers—veterans of the civil or Spanish wars—who are allowed to register by proxy.

All names of applicants properly registered are put in a huge box, which is shaken up until the slips of paper are well mixed. Then a blindfolded person draws out the numbers. The registered person who has the first number, of course, gets first choice of the land and so on until all the available homestead sites have been given away.

It is estimated that the first choice on any one of the reservations to be opened this year will be worth anywhere from \$10,000 to \$20,000, and any of the numbers in the first few hundred will be worth nearly as much. This explains the great rush to be on the ground at the fall of the flag. The

lottery is under direction of government officials.

In order to keep the element of speculation out of these affairs the government has made it a law that no transfers of numbers shall be made.

The homesteads are divided into tracts of 40, 80 or 160 acres, according to their location for irrigation purposes. Irrigated land requires such care that not as much of it can be farmed as land that is watered by nature. In return, however, a well irrigated tract of forty acres will yield far more than a farm of four times that area in the rain belt, and there will be absolutely no chance for crop failure.

The rules are practically the same as those which have always applied to pre-empting homesteads. The settler can prove up on his claim in five years, thus getting his ranch for nothing if he has made his residence there for that length of time, or he can continue to buy the property at the end of fourteen months residence for \$1.25 an acre.

The modern Absaruki is a living protest against the commonly accepted theory that the American Indian accepts civilization so unwillingly and so awkwardly that the transforming process must be the work of generations of effort and then possibly result in nothing but extermination. The Crows have made more advance toward civilization in the last decade than did the ancient tribes of Britain in half a century. It is also a mistake to look upon the aboriginal American as practically extinct. Competent anthropologists declare that there are about as many living Indians at the present moment as there were when Columbus sang his "Te Deum" on San Salvador.

WILLIAM J. HARRIS.

FAMOUS NEWSBOYS.

As illustrating the chances of success in America, Rudolph Heig, superintendent of the Newsboys' Lodging house, New York, took hapnazard a list of 1,000 boys who used the lodging house some twenty years ago. Mr. Heig has traced their subsequent careers. One has been elected governor of a state, one is governor of a territory, two are members of congress, two sheriffs, two district attorneys, one is a city attorney, four are members of state legislatures, three county commissioners, one judge, twenty-seven bankers, twenty-two merchants, one civil engineer, 460 clerks, thirty-four lawyers, seventeen physicians, eight postmasters, three railroad officials, six high office, thirty-six railroad men, ten estate agents, fifteen journalists, eighty-two teachers, four high school principals, one superintendent and twenty-one clergymen.

THE SHYEST PEOPLE.

There is a very singular race of people in Sumatra—the Kubus—who are too timid and shy to mix with the other races of the island and dwell in the recesses of the forests. They are looked on as inferior by the Malays and thought to be little better than beasts. Such is their shyness that they will never willingly face a stranger.

Their trade with the Malays is consequently carried on in a strange man-

ner. The trader announces his arrival by beating a gong, and he then retires. The Kubus approach, put their forest treasures on the ground, beat a gong and retreat. The trader returns and lays his commodities down in quantities sufficient, as he thinks, for the purchase of the goods on hand. Then he retires, and the Kubus appear and consider the bargain.

And so, after more withdrawals and approaches and gong beatings, the respective parties come to an understanding and carry off independently their bargains. The Kubus in their wild state do not bury their dead. They live on snakes, grubs, fruits and the flesh of any deer or pigs they can get. They are skillful spearmen and throw stones with marvelous accuracy.

WHERE BRITAIN KEEPS AHEAD.

The British are still far and away ahead of every other nation in the matter of shipbuilding. Lloyd's returns show that in 1904 the United Kingdom launched 712 ships, with a total displacement of 1,295,162 tons. Thirty-seven ships of war were also launched within the year, the tonnage being 127,175. One of these, the Carnarvon, the enormous displacement of 14,000 tons, while the Victoria, of 14,000 tons, is the biggest turbine warship afloat.

England's most formidable shipbuilding rival is the United States, which launched 227 merchant ships of over a hundred tons each, the total tonnage being 238,515. Uncle Sam also launched 19 ships of war with a total tonnage of 170,832.

Germany is third on the shipbuilding list, with 149 new merchant vessels aggregating 206,899 tons, to her credit. In 1904, besides 11 warships, with a tonnage of nearly 45,000.

Next comes France, with 80,000 tons in 67 merchantmen and 42,800 tons in 9 ships of war. In ordinary times Russia might have had fifth place, but instead of her, Italy enjoyed the distinction, with the modest output of 4 merchant vessels and 8 warships, with a total tonnage of 58,662.

FIRST NEWSPAPER TELEGRAM.

The newspaper which received the first telegraphic report was the London Morning Chronicle, May 8, 1842. During the railway mania of 1842 a meeting of considerable importance was convened at Portsmouth to take into consideration the respective merits of the proposed Great Eastern and London & Southampton Railway. A great desire existed to know the result of the meeting, and as it was not to take place at Portsmouth until after the last London train, recourse was had to the telegraph.

A full report of the meeting, headed "Portsmouth Lines, Communicated by Electric Telegraph," appeared in a London paper next morning. The cable called attention to the fact in the leading columns as follows: "In our article on railways will be found a report of a meeting held yesterday evening at Portsmouth which was transmitted by electric telegraph. This is the first example of the electric telegraph being used for such a purpose, and it indicates the important and numerous services which that valuable invention will soon render to the public."

Alexander Johnston Cassatt, President of the Pennsylvania Road; The Most Competent Railroad Expert In the World

IN connection with the recent disclosures made before the interstate commerce commission, implicating some of the officials of the Pennsylvania railroad system in the pernicious freight rebate business and in the acceptance of large blocks of road stocks from shippers who patronized the road, it is rumored persistently that Alexander Johnston Cassatt, president of that corporation, will resign. He was in France on vacation when the first disclosures were made and promptly took steamer for home to look after his interests. If he intends to resign the chances are that he will not do so until after the investigation into the methods of the company is completed. This is precisely the course he adopted when he resigned from the directorate of the Equitable Life Assurance society. He waited until the investigation left him blameless and then made his exit.

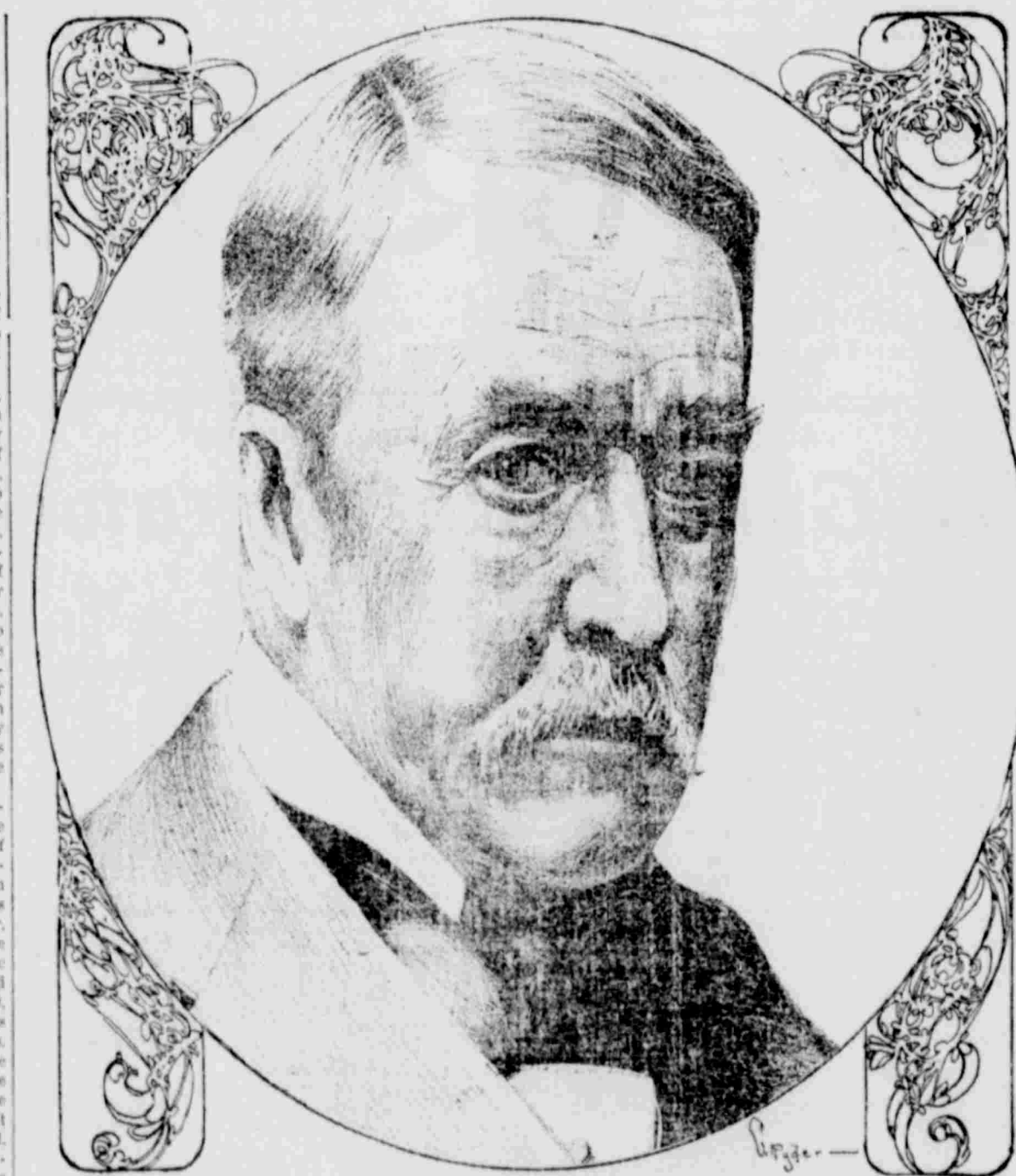
Mr. Cassatt, now in his sixty-seventh year, is the best known railroad man in America. He is acknowledged to be the master mind of transportation, having practically reconstructed the greatest railroad in the world in order to anticipate the coming problems of American commerce and industry. This extraordinary man controls, directly or indirectly, more than 17,000 miles of railroad and directs the work of more than 100,000 men. To understand why the men who own the Pennsylvania system have consented to his homely outlay of capital it is only necessary to know him and to become familiar with his history.

His power and readiness to take the initiative are the result of actual knowledge. His associates in the management of the system have implicit faith in his methods, and he has a serene and abiding confidence in himself. He is recognized everywhere as the foremost living expert in his business, and he accepts the distinction as his inalienable right. He can build a railroad, shape its markets, finance it and manage its traffic. There is absolutely no detail in the whole problem in which he is not technically and practically the superior of his subordinates.

A tall, broad shouldered, proudly erect man, with a dignified and rather grave face, dark blue eyes, sandy hair, now sprinkled plentifully with gray; straight, powerful nose; smooth, rosy cheeks; wide, lofty forehead, showing few deep lines; wide, well curved jaws and a square chin, deliberate in speech and soft voice, always suave and approachable, plain of attire, but always dressed with scrupulous care—such is Alexander Johnston Cassatt. This railroad king keeps his body fresh and strong. He works his muscles and exercises his lungs. He knows the value of recreation as he knows the worth of temperance in all things. He believes that in order to work hard a man must also play hard.

Mr. Cassatt is a native of Pittsburg. The smoky valley which saw the birth of the American iron and steel industry and the rise to wealth and power of such poor boys as Andrew Carnegie, Henry Phillips and Charles M. Schwab was also the early inspiration of the railroad king. Unlike them, however, he was not born in poverty. His father was a wealthy man, the mayor of aristocratic Allegheny City. The elder Cassatt was not an advocate of luxury. He taught his son to be frugal and to rely on practical effort. All through his boyhood and youth young Cassatt's environment was one of stern regard for the dignity of effort and of preparation for assuming the coming responsibility of an active business life. He was taught to be serious, attentive, suave and on the lookout for knowledge.

When he was still a youth his father's interests took him to Europe. He afterward entered the University of Heidelberg and obtained a liberal education. But the influence of German university life did not overcome his inborn preference for a business career, and on his return home he took the course at the Rensselaer Polytechnic institute, from which he was graduated as a civil engineer. That was in 1859, a period when technical knowledge was of great account in the United States. Men of capital were beginning to rise on all sides, and the engineer was the natural pathfinder and pioneer of the new seeking investment. He went first to Georgia to assist in locating a road. In 1861 he was back in Pittsburg seeking a place in the service of the Pennsylvania railroad. The best he



ALEXANDER JOHNSTON CASSATT.

and only failed to meet expectations because technical science in 1859 was not what it is today. The one being built at Belfast has 22,250 gross tons, is 650 feet long, 74 feet wide and 43 feet deep, with 15,000 horsepower. The one being built near Seattle has 25,500 gross tons, is 700 feet long, 77 feet wide and 54 feet deep, with 17,200 horsepower.

A quite extraordinary combination of merits is claimed in France for a new ship, which is said to be a

atomium. It is not liable to spontaneous decomposition, cannot be prematurely exploded by shock or friction, burns only with difficulty, is not affected by frost or dampness, and the gases from its explosion are harmless. It can be exploded readily by an ordinary detonator.

In the southern Caucasus a traveler may still apply for food and shelter in any house and be sure of a welcome

stolen. Yet the same host, when the guest has left his home, may follow and rob him after he has gone a few miles.

Actors are never stranded in Russia, because when a manager takes a company touring he must deposit with the government enough money to bring all safely home.

At the Austrian court perishable articles never appear twice on the im-

one man falls all the uncracked bottles to another the wine left in the glasses, to another the joints and to another the game or the sweets.

The sum of 520,000 marks has been raised by the German army for the Moltke monument in Berlin.

More than 40 per cent of the inhabitants of Prussia live in cities of over 10,000 inhabitants.

The Chinese emperor has commanded

stomies in their jurisdiction, and also to send in descriptions of their churches and other property.

King Oscar of Sweden is perhaps the most gifted of royal musicians. At his Stockholm palace he has a magnificent musical library, mainly of his own collecting.

During the attempts to raise the Mikasa, Admiral Togo's flagship, which sank in Sasebo harbor after

THINGS THAT ARE INTERESTING.

A Japanese recently applied for leave to attend the meetings of the San Francisco building trades council. He said he wanted to listen to its deliberations and also wanted to ascertain how to proceed in order that his countrymen might be admitted to unions affiliated with the council. His request was promptly refused.

Measuring twenty-two inches in di-