DRUMMOND WOMEN ENTERTAIN

WOMEN'S CLUB OF GRANITE-COUNTY CITY GIVES SUCCESSFUL ENTERTAINMENT.

One of the most pleasant entertainments of the season was furnished by the Drummond Women's club last Friday evening at the Drummond Masonic hall, to members of the club and their respective families, says the Granite County News.

Interesting declamations were delivered by Mrs. Frank Morse and Mrs. Emily Dietrich and others which were heartily applauded. Some choice duets by Mrs. Dietrich and Miss Ray were a pleasing feature, and these were followed by phonograph and piano music, all of which made the hours pass very enjoyably.

The remainder of the evening was spent with various forms of amusement and the delightful entertainment closed with the serving of tempting refreshments.

The following persons were present: Mesdames Laura Blanning, Margaret Cumming, Emily Dietrich, Lodema Dingwall, Alice Dunbar, Margaret Emery, Ellen Leach, H. Lund, Mary Morse, May Morse, Linda Meyers, Clara Simonson, Katherine Tyndall; Misses Elizabeth Emery, Bertha Featherman, Margaret Ray, Anna Warner; Messrs. Ralph Blanning, Hugh T. Cumming, L. S. Dietrich, Duncan Dingwall, Earl Dingwall, F. J. Emery, John A. Featherman, Alfred Held, LeRoy Leach, H. Lund, Herbert Morse, B. J. Simonson, Switzler, Charles Tyeman, Warner, Chester Tyndall.

These little gatherings add much to the social life of our village inasmuch as a spirit of comradeship is thus engendered that is not forgotten, and the ladies deserve much credit for their efforts to make all there enjoy themselves.

NEARLY A CAVE-IN AT PABLO DAM

DISAPPEARANCE OF WATER IS EXPLAINED BY RESERVATION PUBLICATION.

The St. Ignatius Post thus explains a threatened cave-in at the North Pablo dam of the reclamation project, located near Polson:

"Large cavities in the bottom of the North Pablo dam occurred last week, according to reports from reclamation headquarters. Several places in the dam, large areas of ground fell in with the result that a large amount of water in the dam has disappeared. No explanation of the matter can be given. E. F. Tabor, project engineer of the reclamation project here, states that it is his theory that all the land in this part of the country is of glacier formation, and that large bodies of ice are underneath the ground, that there has been large bodies of ice underneath the site of the Pablo dam which had melted before the water had been turned in there, leaving cavities in the earth; that when the weight of the water came in the dam it forced the ground in on these cavities.

"Fortunately only a small area of the dam fell in that way, and latest reports state that the water has ceased disappearing and that the dam is in a safe condition."

SOCIALIST NOTES

May 25 was Woman's day at the local, when a peace program was given. After the opening song, "The Red Flag," selections were read of prose and verse in favor of peace. Those taking part were Mesdames Logan, Wittrup, Morrison and Freeman. Then followed the "Internationale," sung by the local. Miss Viola Hamilton gave a piano solo, which was enthusiastically applauded, and the program concluded with the reading of a paper on the subject of the day. It treated of the effects of war, and a realistic description of an engagement was given in the words of a dying soldier—this letter from the pages of a Swedish novelist.

Three books of President David Starr Jordan, "The Blood of the Nation," "The Human Harvest" and "Unseen Empire," furnished the text for the effects of war. Dr. Jordan condemns war because, in his own words, "The survival of the fittest in the struggle for existence is the primal cause of race progress and race changes. But in the red field of human history the natural process of selection is often reversed. The survival of the unfittest is the primal cause of the downfall of nations." Or, expressed more simply by George Willis Cooke, "When war selects the best men to kill, the effect must be disastrous, leading directly to race degeneration. It is race suicide, whatever may be the triumphs of war in added territory or control of commerce."

Under the title of "Unseen Empire," Dr. Jordan indicates the money power, which has a strangle hold on every civilized nation, through the indebtedness incurred by warfare. "War means an enormous expenditure of money, such expenditure means an ever mounting sum of debt, and debt spells the dominion of the money kings, with the unseen empire of the brutal control of the people in the form of lower wages and higher prices, increased poverty and an ever lengthening line of tramps, out-of-works, and destitutes." Dr. Jordan says that labor unions and socialists are right in opposing war, because the heaviest burden it entails rest upon their shoulders.

After the reading of the paper, Lee Barrott, the oldest member of the local and a Grand Army man, was requested to give some of the real aspects of war. He responded with a short address, in which he stated that the reading had awakened so many unpleasant memories, that he craved permission to give something of a more cheerful nature than his assigned subject, and with this preface gave a humorous recitation.

A stranger in the audience made a short but effective speech, in which he criticized socialists for not living better lives. He claimed that socialism would never materialize until the individual socialist was regenerated. This talk led to the usual discussion, in which may took part. These discussions are a regular feature of most socialist meetings, and are of great value in developing the reasoning faculties of the members. It is unwise for a speaker who is not logical, or sure of his subject, to come before a socialist audience, and this fact is becoming to be generally understood. In the last campaign some old party politicians who had been invited to debate with socialists refused, saying, "You fellows know more about economics than we, and we do not care to have you make a monkey of our man." A frank and illuminating admission on the part of the enemy, well worthy of consideration.

After the meeting adjourned, refreshments, consisting of sandwiches, coffee, ice cream and cake, were served, from which the woman's committee realized a little over $3. The money thus gained is used, mainly, for the purchase of propaganda literature. Last week this committee sent out one hundred leaflets and copies of the "Progressive Woman," the principal socialist magazine for women.

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The Intercollegiate Socialist society, of which there is a chapter in the University of Montana, is daily growing in numbers and influence. The law committee of the New York chapter has just issued a protest against the lawless conditions prevailing in the coal mining districts of West Virginia. The protest is entitled, "Shall Military Despotism Prevail," and follows the line of argument laid down by Justice Warden in his dissenting opinion in the Virginia cases of May vs. the Warden: "Shall a citizen be subjected to trial before a military commission regardless of constitutional guarantees at any time a governor may see fit, and that citizen have absolutely no redress from such procedure?" The I. S. S. rightly holds that if the coal barons are successful in maintaining their right to establish military rule whenever and wherever they choose, then freedom in America is dead. The importance of investigating conditions in West Virginia mining regions, and the result of the investigation, cannot be overestimated. Even now, with a measure of freedom, we live in an atmosphere of fear that makes us moral cowards. This fear dominates every class of society, from the "Man of the Hoe" to the scientist and clergyman. Few dare to be themselves, and thus court the fate of the martyr. They conceal the truth, brazenly lie, or weakly temporize, in order to avoid suspicion of capacity for original ideas, which, if known, would eventuate in the loss of their "jobs," or hurt their business. Rapidly, during the past 30 years, our manhood has dwindled, and we now stand before the world a nation of cravens and parasites. "Who shall deliver us from the body of this death?" None other than ourselves. But the resurrection must come soon, or never.

FLATHEAD RAILROAD

(Dixon Herald).

On Monday of this week Chief Engineer Darling of the Northern Pacific railroad, also consulting engineer for the Great Northern road, left Dixon in an automobile, accompanied by Engineer James T. Derrig, who is in charge of the surveying crews now in the field between here and Polson, and drove along the proposed new survey as far as that place. We understand that Mr. Darling told the Polson people that the road would be built along the east side of the lake to connect with the Great Northern at Sommers. The survey goes down through the pass east of Polson about two miles. Going between Dixon and Ronan the survey passes that place about four miles to the west. If the proposed route is followed the road will miss both Ronan and Polson. On the return trip the party bore to the west and came down through the Valley View country and through the Moiese valley. They looked the whole country over quite thoroughly and Mr. Darling expressed great surprise at the rapid growth since he was here several years ago. Whether we get a railroad this year or not remains to be seen and we are left to draw our own conclusions in the matter. The settlers are greatly in need of a road and it is hoped that we shall have one before the next crop is ready for market.

Pimples, black heads, clogged bowels, sluggish livers, upset stomachs, means Hollister's R. M. Tea for you. George Freisheimer.

Live Years Longer! Drink White Rock Water

Delicious, Sparkling, High in Lithia—WHITE ROCK is the most completely satisfying drink on earth.

WESTERN MONTANA LIQUOR COMPANY
Local Wholesale Distributors

IMPROVED IRRIGATED
Farm Loans
8%
THREE, FIVE, TEN YEARS
With Privileges
GEO. F. BROOKS
Real Estate and Loans
First National Bank Building

FORESTS TO ASSURE PURE WATER

MORE THAN THOUSAND CITIES CO-OPERATING WITH FOREST SERVICE IN PLAN.

Secretary Houston has just approved an agreement between the department of agriculture and the town of Safford, Ariz., by which the forest service and the town will co-operate to conserve Safford's water supply, which comes principally from the Crook national forest.

This is the latest one of many such agreements. According to the figures of the forest service there are nearly 1,200 cities and towns in the west which derive their water supply from lands within the national forests. Where these cities desire it the government joins hands with the citizens for the purpose of maintaining a permanent and pure water supply.

Stock raising, for example, or any other occupancy of the land, which ordinarily would be encouraged, would be inadvisable on a watershed which forms a source of drinking water. The forest service recognizes that water is as necessary a commodity for wooded hillsides to supply as are sawlogs or mine props. A watershed area may offer an opportunity to furnish the greatest benefit to the largest number through supplying an unpolluted source of water for domestic purposes. Contracts like that just made with Safford are now in force with Cascade, Colorado Springs, Durango and Manitou in Colorado; Salt Lake in Utah, and Baker City and The Dalles, Oregon. The famous Bull Run watershed, which supplies Portland, Ore., is on the Oregon national forest.

The co-operative agreement in each case provides that the land may not be used without approval by the town, except for the protection and care of the forests. The government agrees to extend and improve the forests by seeding, planting, and forest management, so far as the funds for that purpose are available. The city, for its part, assists by paying the salaries of the aditional guards necessary to carry out the agreement and contracts to bear the greater part of the cost of any improvement which it considers immediately desirable.

LOCAL BREVITIES

Magazines, P. O. news stand.

O. King is a Missoula visitor from DeBorgia.

Popular music 10c. Orvis music house.

J. A. R. Young of Spokane is a Missoula visitor.

Dr. Willard, osteopath, First National bank.

A. F. Decker of Huson is here on a business call.

Boys' knives free with boys' shoes at Mapes & Mapes.

J. C. Maguire of Butte spent Sunday in Missoula.

Dr. Louise Smith, osteopath, Masonic temple. Phone 618; res. 533 red.

E. W. Harris is here on a business visit from Spokane.

Men's genuine Goodyear welt shoes $3.00, $3.50, $4.00, $5.00, at Mapes & Mapes, in black and tan.

W. A. Hardesty of St. Louis is making a short visit here.

Marsh, the undertaker, phone 321.

F. A. Reasal and R. S. Davis are visiting here from Tacoma.

For good water filter see Kennedy, the plumber. 214 East Front.

Captain Oertli of Hamilton called on friends here yesterday.

Frank Borg, optician; glasses correctly fitted. 223 Higgins avenue.

Cecil E. Russ of Spokane spent Sunday in the Garden city.

S. W. Hudson, chiropractor, B. & A. bldg. Any disease. Examinations free.

Miss Myrtle Gray of Frenchtown is visiting friends in Missoula.

F. G. Moore, chiropractor, Ham. blk. Any disease; exam. free. Bell 1084.

William F. Maloney is here from Boston transacting business.

Dr. Ward, veterinarian. Both phones.

D. L. McCay of Seattle stopped in Missoula yesterday afternoon.

Newton H. Schweiker, optical specialist. Rooms 203-205 Montana Blk.

J. G. Holton arrived in the city yesterday from his home at DeBorgia.

Stenographer Dawson, Montana Blk.

W. H. Alexander was one of Missoula's guests from Spokane over Sunday.

Boys, get a razor steel knife at Mapes & Mapes with your next pair of shoes.

H. E. Craddock and family of Hamilton spent Sunday in the Garden city.

Men don't fail to see that window of $3.00, $3.50, $4.00 and $5.00 Goodyear welt shoes for men at Mapes & Mapes.

J. O. Nelson was among several visitors from Spokane in Missoula yesterday.

Money to loan on ranch and city property. H. D. Fisher, 113 E. Main.

The Woodmen of the World will observe the memorial day of the order on June 15 this year, according to the statement made by local officers of the camp yesterday. The Woodmen and Women of Woodcraft participated in the public exercises last Friday, but will hold a service for their own dead on the latter date.

Let us sharpen your lawn mower with an Ideal grinder. We call for, deliver and guarantee satisfaction. J. P. Reinhard Hardware, 104 West Main.

L. J. Acoff of Spokane called on friends and transacted business in the city yesterday.

Mrs. Henry Roiller and family of Frenchtown are visiting friends here for a few days.

Dr. Anna James, osteopath, Higgins block. Phone 834 black.

E. L. Marshall of Stevensville was among the visitors here yesterday from the Bitter Root.

Miss McMenus wishes to announce that she has bought out Mrs. Barclay, and will continue to do dressmaking at 405 Montana building.

O. Olson came in yesterday from his home at DeBorgia to spend a day or two on business and pleasure.

Humane society. Call up 899, red or black. P. O. box 60. R. F. D. 1.

George W. Korte of Seattle, the western legal representative of the Milwaukee, is in the city on business.

Money to loan on chattel security. Room 210 Montana block.

Mrs. Gus Passimault returned to Frenchtown, her home, yesterday, after having spent Saturday here shopping.

Ask for new descriptive catalogue. Missoula Nursery company.

Mrs. W. D. Harris and Mrs. H. J. Springer of St. Ignatius are making a short visit in the city. They arrived here yesterday.

Martin's Art Needle Shop. Cloaks, suits and dresses; on the way to Missoula's new postoffice.

Mr. and Mrs. Dan McGregor are visiting Mr. McGregor's mother here. They expect to return to their home at Frenchtown about the middle of this week.

Handy scratch pads and waiter checks for sale at The Missoulian office.

Sam Freeman, colored, was arrested by the police yesterday afternoon. It is understood that he had some family troubles in which his wife applied to the police.

Men, don't pay more—$3.00, $3.50, $4.00 and $5.00—Goodyear welt shoes, button and lace. See our window. Mapes & Mapes.

Rev. S. Willis McFadden, pastor of the First Presbyterian church of Spokane, who delivered the baccalaureate address here to the university graduates yesterday, left for his home on train No. 5 last night.

Two bootleggers have been landed in jail since Saturday night. R. H. Gates was nabbed late Saturday night by Officer Johnson, while yesterday Special Officer Eikler arrested Fred Ross. Both are in the county jail awaiting a hearing.

MRS. JULIA ELDERKIN IS SUMMONED HOME

Mrs. Julia A. Pinero Elderkin, aged 75 years, died yesterday morning at the home of her daughter, Mrs. Emma Splan, 708 South Second street west, of the infirmities of age. Mrs. Elderkin was born in Nova Scotia. She was married to Charles Elderkin in Illinois in 1857. She leaves eight children, six sons and two daughters. They are: Amos, living in the Flathead country; Mrs. Minnie Johnson of Butte, Fred, Milan and Arthur of Conrad, Mrs. Splan of Missoula, Porter and Charles of Butte. Mrs. Elderkin had lived in Montana 30 years, nine years in Missoula. She had been an earnest and active member of the Methodist church for many years and was highly esteemed by all who knew her.

DYNAMITE IS USED TO SCARE WITNESS

San Francisco, June 1.—Forty sticks of dynamite and clock mechanism were found today near a roadhouse at Fairfax, Marine county, conducted by Joseph Ballangero, a witness in the cases now pending in this city of eight policemen charged with being members of a bunco ring.

The discovery of the explosive comes closely on the receipt by Ballangero of a blackhand letter which contained the warning: "Death to all traitors. You betrayed your countrymen."

THE WEATHER

Old-time form was shown in yesterday's weather. It was a perfect June day. The records follow:

Maximum	87
Minimum	43
At 6 A. M.	
Thermometer	46
Barometer	26.83
At 6 P. M.	
Thermometer	72
Barometer	26.75

Southwest wind.

TRADE! TRADE! TRADE!

All kinds of real estate trades. If you have anything that you wish to trade, call and see us.

W. H. Smead Company
Higgins Block, Missoula, Montana
Phone 212 Red

ORDINANCE NO. 371.

An ordinance regulating travel and traffic on the streets of the city of Missoula, providing penalties for the violation hereof, and repealing ordinances or parts of ordinances in conflict herewith.

Be it ordained by the council of the city of Missoula, Montana:

Section 1. The word "street" wherever used in this ordinance shall be held and construed to mean and include streets, avenues, ways, boulevards, drives, highways, alleys and all places open to the public, for the use of vehicles; the word "vehicle" shall be held and construed to mean and include equestrians, led horses, and everything on wheels or runners, drawn by animals or men, propelled by any motive power, except baby carriages, street cars, and steam railway locomotives and cars; the word "horse" shall be held and construed to mean and include any and all domestic animals; the word "driver" shall be held and construed to mean and include the rider or driver of a horse or horses, the rider of wheels and the operator of a motor vehicle or street car.

All owners, operators, drivers or persons in charge of vehicles must conform to the rules and regulations.

Sec. 2. It shall be unlawful for the owner, operator, driver or person in charge of any vehicle upon the streets of the city of Missoula to fail, neglect or refuse to conform to and observe the following rules and regulations.

All drivers must keep to the right-hand curb, except when passing another vehicle ahead.

(1) A vehicle, except when passing a vehicle ahead, shall keep as near the right-hand curb as possible.

Must turn to the right when passing another vehicle.

(2) A vehicle meeting another shall pass to the right.

A vehicle overtaking another must pass to the left.

(3) A vehicle overtaking another shall pass on the left side of the overtaken vehicle, and not pull over to the right until entirely clear of it.

Slow-moving vehicles must keep close to the curb, allowing the swifter moving ones to pass on the left.

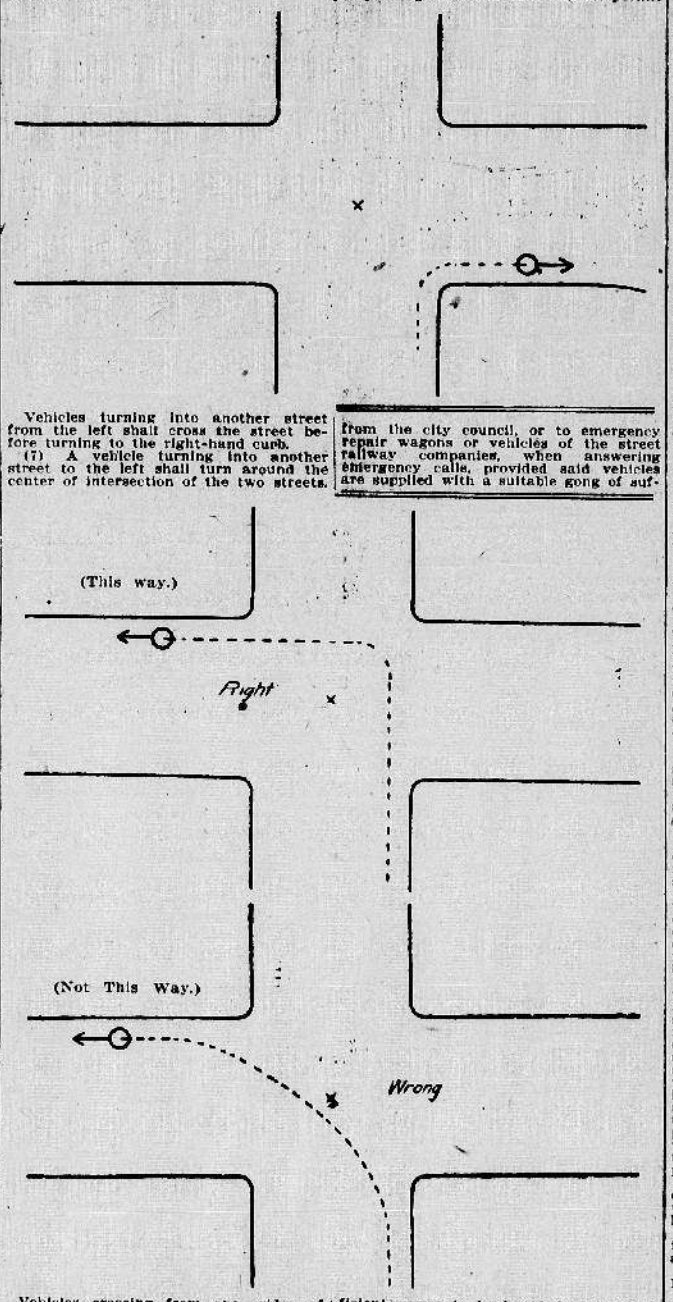
(4) Vehicles moving slowly shall keep as close as possible to the curb on the right, allowing more swiftly moving vehicles free passage to their left.

Vehicles must take the right-hand passage on all divided streets or roadways.

(5) On an avenue or street divided longitudinally by a parkway, walk, sunkenway or viaduct, vehicles shall keep to the right of such division.

All vehicles turning into another street to the right must keep to the right-hand curb.

(6) A vehicle turning into another street to the right hand shall turn the corner as near the right-hand curb as practicable. Thus:

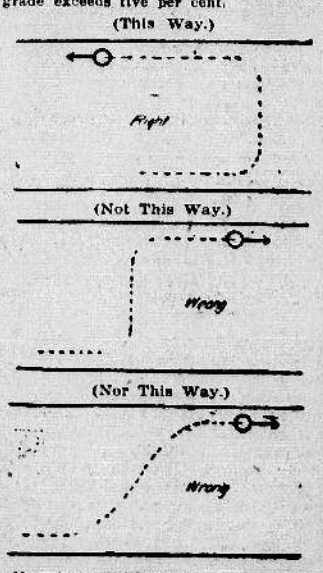


Vehicles turning into another street from the left shall cross the street before turning to the right-hand curb.

(7) A vehicle turning into another street to the left shall turn around the center of intersection of the two streets.

Vehicles crossing from one side of street to another shall turn to the left and head same direction as traffic.

(8) Vehicles crossing from one side of the street to the other shall do so by turning to the left so as to head in the same direction as the traffic on that side of the street towards which the crossing is made, except upon streets where the grade exceeds five per cent.



No vehicle shall stand backed up to the curb so as to interfere with traffic.

(9) No vehicle shall stand backed up to the curb except when actually loading or unloading, and if said vehicle is horse-drawn, and has four wheels, the horse or horses must stand as near parallel to the curb as is possible and face in the direction of traffic, but no vehicle shall stand so backed up if it interferes with or interrupts the passage of other vehicles or street cars.

Warning must be given before backing.

(10) Before backing ample warning shall be given, and while backing up unceasing vigilance must be exercised so as not to injure those behind.

Bicycles and motorcycles must have horn, gong or whistle and give warning; also a light at night.

(11) No persons shall ride or drive a bicycle, tricycle, or motorcycle in any public place unless the same shall have attached thereto a good and sufficient gong, horn or whistle, in good working order, which gong, horn or whistle shall be sounded a sufficient number of times to give notice of his approach and close proximity to any person or vehicle occupying or using said public place, nor shall any person ride or drive a bicycle or motorcycle in any public place in the night time without having attached to the front thereof a light of sufficient strength and brilliancy to be visible a distance of two hundred (200) feet.

All vehicles used for conveying passengers must have two lights in front at night.

(12) No person shall permit to stand, or use, drive or propel in any public place, in the night time, any vehicle used for the purpose of conveying passengers, whether for hire or not, without having attached thereto, near the front, two (2) white lights of sufficient candle power to be clearly visible for at least one hundred (100) feet in front of such vehicle.

No street car shall drive faster than twelve miles per hour in business or residence districts.

(13) No driver shall propel or cause to be propelled any street car within the business or settled residential districts at a speed exceeding twelve (12) miles per hour.

No horse shall be ridden or driven faster than six miles per hour, or faster than four miles per hour across any street intersection or faster than a walk in turning corners.

(14) No person shall ride or drive, or cause to be ridden or driven, any horse or horses, whether attached to any vehicle or not, at a greater rate of speed than six (6) miles per hour, over, along or through any streets within the city of Missoula; nor shall any person ride or drive any such animal at a greater rate of speed than four (4) miles per hour across any street intersection, or in turning or rounding street corners in said city of Missoula; provided, however, that this section shall not apply to horses or vehicles used by the fire, police or health or sanitation departments of the city of Missoula, or to ambulances when responding to an emergency call, or to United States mail vehicles, or to vehicles used by private persons in going or responding to alarms of fire under permit from the city council, or to emergency repair wagons or vehicles of the street railway companies, when answering emergency calls, provided said vehicles are supplied with a suitable gong of sufficient power to be heard four hundred (400) feet in the business districts.

What vehicles shall have right of way.

(15) The following vehicles, in the order named, shall have the right-of-way in the use of all streets and public places, viz., apparatus of the fire department, police patrol wagons, ambulances, responding to emergency calls, emergency repair wagons of the street railway companies, and United States mail wagons.

All vehicles, on the approach of fire apparatus or in hearing of the semaphone, shall go up to the right-hand curb and stop.

(16) The driver of a vehicle on the approach of apparatus of the fire department shall immediately draw up said vehicle as near as practicable to the right-hand curb and parallel thereto, and bring his vehicle to a stop. At points where fire alarm semaphores are located, when alarm bell rings and semaphore drops, all vehicles, within sight or hearing of this alarm shall follow the directions indicated above, and shall remain stopped until the alarm ceases ringing and semaphore lifts, and then proceed only in the event that there is no fire apparatus approaching.

No vehicle or street car shall block streets so as to interfere with passage of other vehicles or street cars.

(17) No vehicle or street car shall so occupy any street as to interfere with or interrupt the passage of other street cars or vehicles.

Street cars shall have right of way. All teams and automobiles shall turn off tracks as soon as possible.

(18) Excepting as provided in rule 15, street railway cars shall be entitled to the track, and in all cases where any team, automobile or other vehicle shall meet or be overtaken by any car upon any of the tracks of any of the street railways of this city, such team or vehicle shall give way to said car as soon as possible, and in no event shall any vehicle overtaken by such car proceed on such tracks for a greater distance of one (1) block or after arriving at any street intersection; nor shall any person wilfully or purposely obstruct, hinder, delay or in any way interfere with any of said street railway cars, by placing, driving or stopping, or causing to be placed or driven at a slow pace or stopped, any team, vehicle or obstacle in, upon, along, across or near the tracks of said street railways in any manner so as to obstruct or interfere with the movement and operation of the same, after being notified by the motorman or conductor, by the ringing of the gong or otherwise.

No vehicle shall drive within six feet of street cars while stopping to unload passengers; if not room to pass, must stop.

(19) The driver of every vehicle shall keep his vehicle at a distance of not less than six (6) feet from the running board or lower step of any street railway car which is stopping for the purpose of taking on or discharging passengers, and if, by reason of the presence of other vehicles at the space where such car is stopping, or by reason of the narrowness of the streets it is not possible to preserve the distance of six (6) feet from such running board or step herein prescribed, then the driver or operator of said vehicle shall stop the same until such car shall have taken or discharged its passengers and again started.

No horse shall be left on streets or highways unless securely fastened.

(20) No horse shall be left unattended in any street or highway unless securely fastened or unless the wheels of the vehicle to which he is harnessed are securely tied, fastened or chained, and the vehicle is of sufficient weight to prevent its being dragged at a dangerous speed with the wheels so secured.

No horse shall be unbitted on any street or highway, unless secured with halter.

(21) No horse shall be unbitted in any street or highway unless secured by a halter.

All persons must hold reins in hand while riding or driving.

(22) No person shall cease to hold reins in his hands while riding, driving or conducting a horse.

No sports or amusements allowed on streets to frighten horses or interfere with traffic.

(23) No person in any public place shall engage in any sport, amusement or exercise likely or calculated to frighten horses or embarrass the passage of vehicles.

No person shall use whip to annoy or frighten other horses.

(24) No person shall crack or so use a whip so as to annoy, interfere with or endanger any person or excite any horse other than that which he is driving.

No vehicles with bells or noisy devices shall be driven over streets causing annoyance to the public.

(25) No one shall ride or drive any animal or move any vehicle through, along, upon or over any public place, having attached thereto any bells or other noisy devices for attracting attention or which shall cause annoyance to the public.

No person shall drive any vehicle in any public place carelessly so as to collide with any other vehicle or person.

(26) No person shall carelessly, heedlessly or negligently ride or drive any horse or other animal or vehicle through, along or over any public place so that such animal or vehicle attached thereto, or any such vehicle shall come in collision with any other animal or vehicle or shall strike against any person.

No person shall drive a covered vehicle that will obstruct the view of the driver on either side or rear.

(27) No one shall drive a vehicle that is so covered in or constructed as to prevent the driver thereof from having a sufficient view of the traffic following and at the sides of such vehicle.

No person shall ride any bicycle or tricycle along side of street cars holding on to same.

(28) No person, while riding a bicycle, tricycle or motorcycle or other vehicle, shall take hold of any street railway cars for the purpose of holding onto, and being carried along by said street railway cars.

No vehicle or motor car shall be left standing, except when loading or unloading, within twenty feet of fire hydrant, or within ten feet of street corners, or more than one foot from and parallel to the curb.

(29) No vehicle shall remain standing except while being loaded or unloaded, or while taking on or letting off passengers, upon any street within twenty (20) feet of any fire hydrant, or within ten (10) feet of any street corner or street intersection, or at a greater distance than one (1) foot from the curb, and all vehicles when standing upon the streets, shall, except as provided in rule 9, be headed in the direction of traffic.

No team shall unload merchandise on street when possible to discharge in alley.

(30) No person shall load or unload any vehicle used for conveying merchandise or other personal property in any business street, avenue or way when it is possible to load or unload the same in any alley or private way.

All persons must obey orders of traffic squad of police department.

(31) Drivers of vehicles and street cars, pedestrians and equestrians must at all times comply with any direction by voice or hand of any member of the traffic squad of the police department, as to the manner of taking up or setting down passengers, or unloading or loading goods in any place, and as to stopping, starting, approaching and departing from any place.

Powers of police department.

(32) The police department shall have all powers and duties in relation to the management of the vehicular traffic.

Pedestrians shall have right of way at street intersections and crossings; vehicles, the right of way between street intersections and crossings.

(33) Pedestrians shall have the right of way at street intersections and crossings; vehicles, the right of way between street intersections and crossings.

Sec. 3. Any person found guilty of a violation of any of the provisions of this ordinance shall be fined in any sum not exceeding one hundred ($100.00) dollars or imprisoned in the city jail for a term not exceeding thirty (30) days, or may be both fined and imprisoned.

Sec. 4. The police department shall see that this ordinance is posted in all public stables, and at hack, cab and other stables, and shall keep copies of it at all its stations and issue them upon application. And it shall be the duty of the owner and person in charge of all public stables, garages and other places where vehicles of any description are kept for hire, and in all street railway car houses, see that this ordinance is kept posted therein. It shall also be the duty of all persons keeping and operating delivery wagons, trucks, etc., to keep a copy of the regulations posted in conspicuous places in their respective stables.

Sec. 5. All ordinances and parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 6. This ordinance shall take effect and be in force ten days from and after June 30, 1913.

Passed the.....day of....., 19.....

Approved this.....day of....., 19.....

.....
Mayor.

Attest:
.....
City Clerk.

Garden City Auto Repair Shop
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