SEXTON

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TWO BIG FEATURES

ETHEL CLAYTON

IN

PETTIGREW'S GIRL

THIS chorus-girl welcomed a poor man with open arms, although she rejected a millionaire to do it. Why did she smash the traditions of her profession? Why didn't she "grab him"? Come to see, won't you?

Mack Sennett's Latest Comedy

FOOLISH AGE

With a Sennett All - Star Cast

SEXTON ORCHESTRA
AFTERNOONS—and—EVENINGS

EXTRA
Burton Holmes Travelog

REGULAR PRICES

STOCKMEN'S

(Continued from Page Eleven).

that the months of September, October and November were the big months in handling the range cattle and that all things considered there had been pretty fair service, if people were willing to take a reasonable view and concede the effects of war were to be reckoned in the analysis. He said that there had been hundreds of cars diverted from other sections of the country to take care of sections needing special attention quickly and that was possible only because of government control when no attention was paid to the particular line to which a car belonged. He said it was not good policy, in his opinion and in the opinion of experienced railroad men to build stock cars enough to meet every emergency for if that were done it would mean the having of thousands of idle cars most of the year, and besides it never had been done. He said it would be no wiser to build cars enough to meet every emergency than it would to build stockyards enough to meet every emergency, for if that were done there would be idle stockyards and unprofitable investment most of the year. It was made possible, Mr. Gormley said, to handle 55 per cent more freight in 1918 than in 1917 and that was done only because the government diverted the cars freely and insisted on a higher standard in loading than had been required in the private management. He cited the Northern Pacific's record of handling 34 per cent more freight under the government than under private management wholly because of the handling of cars.

The emphatic point that Mr. Gormley impressed on his hearers was that the men whom other speakers had been criticising were exactly the same as those who had been operating the lines when privately owned and he said they had been operating them under handicaps not then surrounding them.

Mr. Gormley said that so far as he was concerned and so far as the men higher up were concerned, they were ready to obey the mandate of the people concerning the railroads but he said that the whole problem was one which could not be hastily disposed of because it was one of vital importance to the nation and one that must not be handled at the behest of any interest, any politician or of any section of the country but must be disposed of with the single purpose of the welfare of the whole people, for the good of the nation.

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Rance Spins a Yarn.

Bill Rance, while not posing as a humorist on the Miles City trip had some laughs at the expense of his friend Charles M. Russel, the artist. There was a crowd gathered in the smoking compartment. Bill had been about as silent for a time as an undertaker while the audience was taking the last look at the "gentleman deceased" when finally, looking somewhat ministerial, Bill raised his head and addressing the ones sitting roung said:

"Ever hear about the time that Russ first hit Montana?"

Things were silent for a second or two when one ventured that he never had heard the story.

"Well," said Bill, "Russ was coming thru on the stage and he happened at one of the stops, to be talking to the driver who had taken a fancy to the boy—you see that was a good many years ago. Finally the driver said, 'Boy, where are you from?'

"Russ, proud of his native state, old Missouri, the land of mules and other bad habits but the state which has sent forth some of the best fellows that ever hit the trail for broader fields, swelled out his chest in true boy fashion when he replied: "I'm from Missouri. St. Louis, Missouri.' The driver's countenance dropped, his chin fell to his breast and he heaved a deep sigh. Then he took the boy by the hand, led him to the rear of the stage and looking all about as if to be sure that none would hear the dreadful secret, he said: 'Boy, never repeat that awful story. Never repeat it."

"Naturally Russ didn't understand what the driver meant and he said, 'What awful story?'

"Why telling them you're from Missouri. They furnish fellows neckties for life out here for no worse than that."

Some Force to This Bunch.

With something more than a dozen bank presidents on board the Powder River special after it passed Lewistown and bank officials representing more than 20 banks; with stockmen whose individual wealth was sufficient to start two or three banks if converted into cash, it was generally agreed that the party on board, all things considered, was one of fairly good standing. And some began to speculate what the total wealth represented would amount to. But there was another angle that was equally as interesting as the dollars and cents value which the crowd could show. That was the political force it had behind it. Dudley Crowther has been attending state conventions of various sorts for many years as an official reporter, for Mr. Crowther has come to be recognized as the foremost public stenographer of the state. "I've been to lots of gatherings in the state," said Mr. Crowther," and I never saw as representative a crowd traveling as one delegation as that which came out of Cascade county and Great Falls. I undertake to say that financially and politically, it was a whirlwint. It could put across anything it undertook and if it backed or opposed any man in politics I would not give much for his chances. It certainly would get his number."

Committeemen Who Served.

Committees named by President R. P. Heren for the sessions of the stockgrowers' association at Miles City gave Great Falls and northern Montana fair representation as the following list, of committees shows:

Resolutions—Wallis Huidekoper, J. A. Donovan, H. B. Mitchell, J. H. Burke, C. H. Land, Charles Simpson, William Snidow, W. L. Richards, W. C. Anderson, Benjamin Morris, William McDonald, Russell Thorp, Albert Brown, Kenneth McLean, Jim Hunter, W. S. Haley and A. E. deRicqles.

On constitution and by-laws—J. H. Burke, S. E. Heren, Perry Williamson, H. F. Lee, B. Longworthy.

On membership—E. Ryan, T. B. Story, G. F. Ingersoll, G. B. Pope, and Joe Bilyeu.

Irrigation Aids, Says Hilger.

Traveling from Lewistown on the big special was, among other well known business men David Hilger, the Lewistown banker and chairman of the state tax commission. Mr. Hilger is familiar with the conditions all thru the eastern section of Montana and he called attention to the fact that from Martinsdale to Melstone the Musselshell valley is rich with possibilities and has a bright future for this year because of the fact it has a developed irrigation system. The land on the bench between the Musselshell and the Yellowston river does not look very promising but no doubt has its value as a range. When one gets into the Yellowstone river he reaches the stream which has the most permanent water supply of any stream in the state of Montana. It rises in the Yellowstone national park and is fed by the snow from the mountains and the innumerable springs that gives it a water supply which makes its waters a source of many irrigating projects which are always sure of the needed water, no matter what the character of the year.

Train a History Marker.

According to the Milwaukee officials, the big train to Miles City was, in a sense a marker in history of the transition from the war period back to the days of peace. It was said to be the first special excursion train to be made up in the United States since the country took over the control of the railroads where the equipment was other than local or division equipment. In this instance the equipment was brot from Chicago as a train specially for the Powder River trip. During the war period the government frowned on any suggestion for excursion trains and only in rare instances were any permitted in which case they were wholly local equipment for a day's run, such, for example as the Commercial Day trip to Monarch by the Great Falls people.

The special, as conducted by the officials of the Milwaukee, proved most satisfactory. E. H. Barrett, the assistant general superintendent of the road, traveling in his private car, was on hand to see to it that nothing was lacking that might mean comfort or convenience for the patrons of the road while Division Freight and Passenger Agent W. R. Wahoske, who arranged the train for the committee was with the party to see that the goods delivered were as advertised. The train was one that might well mark the change in the Montana railroad service back from the war service to the peace time.

Fine Wheat Near City.

One of the things that greeted the eyes of the excursionists on the Powder River special after they left Great Falls Monday evening and again on the return Thursday was a field of winter wheat east of the city in the vicinity of Waltham. It was a sight which would have pleased a king. Men who have been watching Montana change from a country where range grazing was the chief industry to one of farms with a diversity of interests declared they had never seen a more promising looking field of wheat at any season and it was apparent that anything like a seasonable year from now until harvest time will mean a great crop for the owner of that field. The color of the wheat plant was a healthy dark green and it very thickly carpeted the ground, proving beyond cavil that it had come thru the winter in perfect condition. People of Great Falls who have automobiles and who want to see a fine sight should drive easy until they get to this field which is probably eight or nine miles out, for it is an inspiring sight.

Stirs Memory of the Past.

Traveling thru the Yellowstone valley revived many memories of the "Good Old Days" to W. K. Flowerree, a member of the committee in charge of the excursion, and who was elected a vice president of the Stockgrowers' association. While the section thru which the train passed was not the section over which he had ridden when in the stock business on the Yellowstone more than a third of a century ago, it still was the Yellowstone valley and that started the flow of reminiscences. Mr. Flowerree was in the stock business with the Frary & Lowry company, using the "22" brand back from 1879 to 1886. The year 1886 was a dry year and caused heavy losses to the stockmen and caused many of them to leave the Yellowstone country. The "22" brand moved north to the Blackfeet country and into Canada. One or two herds were abandoned and all of the herdsmen were hard hit.

Among the stockmen then operating in the Yellowstone valley from Pompey Pillar to Crazy mountain were the Frary & Lowry outfit, Nelson Story, Ed Cardwell, John T. Murphy, Billy Flowers, Hoskey and McGuirl, Dave Frat, Two Dot Wilson, Jesse Phelps, S. S. Hollson and Billy and Alf Martin. The big interest of the valley was that of Nelson Story. The Frary & Lowry interests run about 12,000 head. Story's brand was an ox yoke bar. Murphy's brand was "79," that being the year Murphy started in the valley. Billy Flowers used three Vs. Of all of the outfits named, Ed Cardwell is said to be the only one now here in the valley.

Mr. Flowerree recalled the fact that when they sent their cattle to market they had to trail them to the yards six miles east of Bismarck, South Dakota, a distance of something like 450 or 500 miles. He recalled one year when they left with their herd on July 4 and got back to their home from the market on December 24, just in time to celebrate the Christmas time, and they had a lot to celebrate because of getting back. At times it looked blue for them, but they kept plugging away until they reached the home ranch. They had to abandon their wagons because the snow got so deep the horses couldn't pull them and there was a period of 12 days they were forced to live on buffalo meat and coffee. When they killed a buffalo they took only the loins, the other being regarded as worthless meat to them.

Incidentally, Mr. Flowerree observed that the pay of the herders in those days was from $40 to $50 and now they get $60, a difference of only about 50 per cent. That is one place where the advance in the cost of labor hasn't kept pace with that of certain other lines, but he thinks that probably the pay of

(Continued on Page Seventeen).

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