

FERGUS COUNTY DEMOCRAT

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MAKE LEWISTOWN A BETTER PLACE IN WHICH TO LIVE. THURSDAY, NOVEMBER 18, 1915.

THE FARMERS' FEDERATION.

The farmers' convention held in Lewistown last week has attracted more general attention throughout the state than any gathering held in Montana for a considerable time.

The following editorial from Thursday's Butte Miner indicates the importance that is attached to the new federation and also presents one view regarding the much-discussed farm loan law:

"Even to those not engaged in farming, but who take great interest in this now leading industry of the state, cannot help having found the reports of the proceedings of Montana Farmers' federation, meeting in Lewistown, most instructive.

"All of us have had our attention in the past called to farm loan legislation, which has come up in the form of an initiated measure and in the legislature in the form of a bill enacted at the last session.

"In spite of these efforts to solve the problem, it seems a thoroughly practical working law has not been obtained, but a good many persons have not understood why the measure has not worked out as well as expected.

"Mr. William Rae, the very efficient state treasurer, who is head of the department of farm loans, in the course of a speech delivered before the Lewistown meeting Tuesday, which was published in full in the Miner yesterday morning, explained in detail the weak points which should be remedied by the next legislature.

"The statement made by the state treasurer, although rather long, completely illuminates the whole subject and places it in a clear light before the citizens of this commonwealth.

"There can be no doubt in anyone's mind that it would be of great advantage to the farmer and indirectly to everyone else, if the tiller of the soil could obtain loans for proper and necessary purposes at cheap rates of interest.

"Whether the individual farmer would benefit by mortgaging his homestead, of course depends entirely upon the use to which he puts the money raised by this means.

"If he invests in machinery that he does not really need, automobiles and things that he can get along pretty well without, his ability to get cheap money might result disastrously in the end, through being the means of his losing his home.

"Still it should be remembered that it is impossible to make any law entirely fool proof."

WHAT HELPS THE INSURANCE BUSINESS.

It is often said that "fires make the insurance business good," meaning that the warning of a bad fire wakes a lot of uninsured people up to the necessity of taking out policies.

The Fergus County Democrat had just this satisfactory experience with the companies issuing policies on the Diamond block fire. The adjusters, specially trained men, were absolutely fair and, in addition, were inspired by a desire to help the concern out to the extent of completing the work as quickly as it was possible to do it and yet be thorough and painstaking.

That is the spirit and attitude, we believe, that inspires confidence in and assures the stability and growth of the insurance business. In this expression the Fergus County Democrat doubtless voices the sentiments, too, of its neighbors in the Diamond block fire, which originated in the rooming house over the various establishments.

COL. CRULL A CANDIDATE.

From Roundup comes the announcement that Col. E. J. Crull, of that place, will seek the republican nomination for congressman next year. Why not? He proved that he was an orator of parts when he made his immortal speech in the district court here on that horse race at Roundup.

SPEAKING THEIR MINDS.

These are great days for Britain's orators and they are all having their say. In the general outpouring of froth there are occasional

BUILD for the future by saving a definite part of your salary each month. When your savings have accumulated for a while you can invest them in some paying securities. BEGIN SAVING NOW We Allow 5% On Savings Accounts Interest Compounded Semi-Annually CAPITAL AND SURPLUS \$500,000.00 Bank of Fergus County Lewistown, Montana ORGANIZE 1887

gushes of clear truth, too, that may help somewhat. Yesterday's oratory came pretty near fixing the chief responsibility for the disaster at Antwerp and the blunder at the Dardanelles upon Kitchener, who seems to lack, in directing a great war from a distance, the brilliant qualities he has always shown in the field.

Kitchener caught it on all sides yesterday, besides the declarations of Churchill, a member of the house gave it as his opinion that so long as the man "who accepts no advice" is running Great Britain's war, Great Britain cannot win.

A good many statisticians on the side of the allies have, from time to time, undertaken to demonstrate that the present great war has degenerated into one of attrition and nothing else, and that on such a basis the allies must inevitably win.

There is one refreshing feature in connection with the big "war talks"—they demonstrate that freedom of speech is still a right every Briton feels is his heritage. It has not been curtailed in any way under the stress of war.

HELP THE SCHOOLS.

The attendance of the Parent-Teacher meeting Tuesday fairly indicates the interest taken by the public in the schools, as well as demonstrating the sympathy of the parents in the movement to bring the home and the school into closer relations.

Lewistown is notably generous in its support of the schools and they have responded to all this, but something more is needed if the best results are to be attained, if the maximum usefulness of the schools is brought out.

Every parent in Lewistown should enroll under its banner.

THE ANNUAL HINT.

Only thirty-nine more days until Christmas—time for the annual reminder to do it early. It is a bit early to do the actual shopping, but just the time to get the lists ready and determine what to buy.

NEWS OF COUNTY NEIGHBORS

DENTON. The Knights of Pythias met in the Masonic hall on Wednesday night for the purpose of taking the necessary steps to install a lodge in Denton. Enough money was received to insure the success of the organization. Work on the excavation of the basement of the new building proposed to be erected on the north side of Broadway just west of the hardware store of P. E. Hegland, was begun on Tuesday. Attorney Walton Hood Grant will erect a two-story store and office building on this.

given great credit for their zeal in working for the welfare of the order. The present officers are: N. O. Miller, W. M.; S. Brown, S. W.; E. B. Mondale, J. W.; George D. Anne, S. D.; Ed Graham, J. D.; A. P. Welch, Tyler; W. P. McAllister, treasurer; I. J. Brook, secretary—Recorder.

VALENTINE.

Some parties from Glendive have been in the vicinity the past few days, trying to sell some stallions.

Dora is the name of the new post-office established at Puckett's store, and Staff, at the Fergus County Ship company. Get in your application for an office while it is in style.

Bill Wright has returned from Lewistown, where he has been working on the electric light system. Bill is an expert electrician, and prior to coming to Montana had charge of the plant at Grangeville, Idaho.

An order has been received from the county auditor for a road grader in the vicinity of Winnett. A number of people, so we understand, have volunteered to help work the roads between here and Blood Creek crossing, which was not touched by the graders this fall. Mr. Bean will use his tractor to plow and pull the grader.—News.

WINIFRED.

Gust Callant, the Belgian boy, is building a four-room house on his farm a few miles east of town. Gust is expecting a bride to arrive from the old country in the near future.

Father Mueller of Lewistown was here Wednesday and held Catholic services. He is a reformed printer and "ye editor" enjoyed a very pleasant visit with him.

Chris Olson's big Percheron stallion died Tuesday night. The animal had been insured a week previous in the Montana Live Stock Casualty company by Swen Norheim, agent. Chris will get the full amount of the policy, which is \$300.—Times.

HOBSON.

H. J. Springer, who has been ailing for some time past, expects to leave for the Mayo hospital at Rochester, Minn., in a few days for medical treatment.

A daughter arrived at the home of Mr. and Mrs. A. N. LaFrance of the Buffalo section on Sunday, November 7.

With the coming of the snow storm last Sunday morning, many hunting parties started for the mountains in quest of the big game. As the hunting conditions are now ideal we shall expect to hear of the slaughter of deer and bear as being exceedingly large.

Two snow storms this week have put a stop to all threshing operations for a few days. In the immediate vicinity of Hobson the threshing is completed, but in the Straw section and toward the foot hills there is still much grain to be threshed.—Star.

GRASS RANGE.

The snowstorm was a good thing for fall wheat, even though it is a little rough on the farmer who is not through with his threshing.

Mr. and Mrs. Mike Brass and daughter, Mrs. J. P. Cahn, returned from Rochester, Minn., last Friday, where the mother and daughter underwent operations of a capital nature at the hands of the Mayos.

Harry Briggs was in town last Friday. Mr. Briggs has a fine place on Elk creek and had a good crop of wheat this year.

Roy Flinders was in town Tuesday. They raise some good crops out in Roy's neighborhood. He had about ten acres that went 62 bushels to the acre.

John Eschlin brought in a number of prize turnips from his ranch last Thursday. One life at the Review office weighed four and one-half pounds and measured 2 1/2 inches in circumference. Seeds were planted on the eighth of June. Eastern Fergus is great for vegetables.—Review.

HILGER BUSINESS CHANGE.

A deal was closed the first part of the week between Mildred Harshall and Betty Crosser, by which she became proprietor of the confectionery store and also manager of the telephone exchange.—Herald.

ARMELLS NEWS.

ARMELLS, Nov. 17.—H. E. Elliott has taken a contract to haul 500 sacks of cement to Ruby, 28 miles from Winifred, on the Missouri river, at \$12.50 per ton, and left here with teams yesterday. The cement is for a large power plant, which will furnish power for the gold and coal mines at Zortman, and also furnish electric light for the town of Winifred.

The people of this section are talking very seriously of bringing the matter of railroad accommodations at this point before the state railroad commissioners for action.

There is a cold in the air, with not even a stove in it, sitting by the side of the main track, which represents a depot. There is no one in charge and local freight is left to the mercy of the public. If part is stolen there is no redress. Passengers are compelled to wait for delayed trains in the boxcar or seek the postoffice lobby for warmth.

The average passengers are two to five per train, while 37 cars of livestock and 16 cars of grain have been shipped within the last few weeks. With this showing and more business in sight, they are of the opinion the state commissioners will investigate and insist upon a remedy.

Mr. Morrison of Idaho is visiting H. H. Morris this week. It has been 14 years since they last met. They worked together for years prior to this.

Jesse C. Martin, relief telegraph operator on the Chicago, Milwaukee & St. Paul railroad, visited his home here Monday. He is arranging to supply his house with furniture and a lady to share his troubles and pleasures between November and January 1. He will be welcome.

Penny Wise and Pound Foolish. The cost of living makes every woman look to see where she can save money, which, of course, is sensible and proper if not carried too far. In the case of food it would be foolish to attempt to substitute sawdust for a breakfast food because it is cheaper. Everyone knows sawdust has no food value and its use would be a positive detriment to the health. Alum baking powders may cost a little less than cream of tartar powders like Dr. Price's, but many of the highest food authorities both in this country and abroad have declared them to be injurious and not safe to use. To attempt to cut the cost of living by using low-grade alum powders is unwise economy. DR. PRICE'S CREAM BAKING POWDER Made from Cream of Tartar

Tom Stout's Weekly Letter

WASHINGTON, Nov. 9.—The very first day of the coming session of the United States senate is likely to witness the opening of a fight of more than ordinary interest to the general public and of far-reaching importance in so far as the future work of that historic body is concerned.

With the coming of the snow storm last Sunday morning, many hunting parties started for the mountains in quest of the big game. As the hunting conditions are now ideal we shall expect to hear of the slaughter of deer and bear as being exceedingly large.

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The present determination on the part of many influential democrats to change the rule which permits unlimited debate is the result of the successful filibuster which the republicans, aided and abetted by a few democrats, conducted against the administration shipping bill in the last session of congress. It will be recalled that the shipping bill was simply talked to death by a relay of long-winded opposition senators who absolutely defeated every attempt of the majority to transact that or any other business during the closing weeks of the short session last winter.

One will deny the advantage in having one body of our legislative department in which measures of great moment can be exhaustively discussed. It is my judgment and also of many more experienced observers of legislative work here that the senate almost invariably improves upon the important pieces of legislation sent over to it by the house. In the house, extended discussion is, in the very nature of the case, impossible. Debate is limited, otherwise, no bill would ever get through that body with its 435 members.

But a situation which permits a hostile minority to defeat utterly the will of the majority by the simple expedient of talking without end is altogether vicious and, despite the unwillingness of the senate to disturb traditions which are hoary with age, the shipping bill fiasco was the straw which broke the camel's back and there are many of the most influential members of that body now united in a determination to alter the rules so that after a reasonable opportunity for debate, a vote can be obtained and the issue determined in an orderly manner rather than by permitting its determination to rest upon the physical ability of a few obstructionists to talk the more numerous opposition into abandoning the project.

The senate cloture debate will probably be a notable one. Some of the ablest parliamentarians on that side of the capitol are making preparations for a finished fight, and Montanans need not be surprised to find Senator Walsh in the thick of the fray. The junior Montana senator is now generally regarded as the ablest lawyer on the democratic side of the senate and, with the retirement of Senator Root of New York, is probably without a peer among all the great legal luminaries of the entire body.

There is considerable speculation in legislative circles as to the intentions of the administration with reference to a renewal of its efforts to have its shipping bill enacted into law. There is a tremendous demand throughout the country for some sort of legislation having for its purpose the revival of our languishing merchant marine. At the outbreak of the civil war, American-owned ships flying the Stars and Stripes, crowded all the maritime marts of the world, but following that war, our merchant marine began to dwindle until it became a negligible factor in the world's shipping business. The shipping bill was conceived as a first step toward the revival of an industry involving transactions which run into hundreds of millions annually but the opposition to the bill came largely from the men and the interests who have been clamoring the loudest for action. The truth of the business is, the shipping interests of the country want a straight-out government subsidy and will be satisfied with nothing else. But the people of this country are not particularly favorable to the idea of subsidies. Comparatively few men in public life have had the temerity to advocate subsidies such as are paid by England, Germany, Japan and some of the other leading maritime nations. We are paying those other nations \$150,000,000 annually for hauling our freight and passengers around over seven seas, and it is certainly desirable if we could keep that money or a substantial part of it here at home, but the question presents a problem, the practical solution of which offers obstacles of a most perplexing character. The administration shipping bill may not possess all of the merit claimed for it by its chief sponsor, Secretary McAdoo, but in the absence of any other plan except one involving the payment of subsidies, I see no reason why it should not be given a trial at least.

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