

EASY VICTORY FOR FERGUS HI

TOWN TEAM GOES TO DEFEAT IN ONE-SIDED GAME—WINNERS SHOW FEW FLASHES. DEVELOP SOME CLEVER TEAM WORK

Giving promise that they will be in the running this season for the state high school basketball championship, and with two of its stars, MacGowan and Otman, out of the game, Fergus high Thursday night had little trouble in easily defeating the town team, score 49 to 22. In short, it was a flashy game, with men on both sides showing class, but owing to the one-sided score interest lagged at times, and the pep was lacking.

However, enough was shown to indicate that the high school under the tutelage of Coach Plank, athletic director, is developing a team that will show speed, cleverness and smooth execution during the season. The teamwork of the scholastics at times was bewildering, and resulted in many of the points scored.

Lack in Teamwork.

The town boys, while consisting of good players individually, showed lack of practice and teamwork. The basket shooting of the city lads was woefully inaccurate, and too many long shots were attempted. Of course, lack of practice together accounts for much of this. At times the town team would rally and make things mighty interesting, showing what might be expected if they were all in their best playing form.

Plank proved the heavy scorer for the students, but all of the quietest got into the score column.

The Lineup.

The lineup of the two teams follows: High—Grentencourt and Waite, guards; Funke, center; Dyer and Smith, forwards. Town—Hanley and Soper, forwards; Johnson, center; Carter and White, guards, with Ramsey playing for White in second half. At the end of the first half the score was 28 to 12.

Faculty is There.

The preliminary game proved of more than ordinary interest and a good deal of enjoyment was created thereby. The faculty surprised the seniors and took them to defeat by the score of 22 to 15. The game was close throughout. Principal Cummins was in a faculty uniform and did his share in "bringing home the bacon." Coach Plank was a source of strength for the pedagogues.

Have After Holidays.

The first game after the holidays for Fergus high will have high on the local grounds. The north Montana team is a strong one and has made good showings at the state tourney the past two years. This should prove a very good contest, and the locals will have to be at their best to win.

CHRISTMAS AT FOREST GROVE.

FOREST GROVE, Dec. 23.—A large crowd attended the Christmas entertainment given here by the people of Forest Grove and Miss Biddle's school on Friday evening. After the distribution of presents by Santa Claus, all enjoyed dancing until the wee small hours.

Miss Mayme Biddle, who closed a successful eight months' term in charge of the school here, has been asked to take charge of the school next year at an increase in salary. There will be two rooms next year, which will be a great advantage to the children.

FARMERS' WEEK BEGINS JAN. 1

(Continued from Page One.)

how to treat them; over-nutrition, under-nutrition, anemia, constipation, tickets, etc.

11 to 12—Discussion and question box covering work of the week. Everyone is prepared to hand in written questions or to ask oral and to join the discussion.

12:30 to 4:30—Planning meals; demonstration; the preparation of a simple meal.

Gasoline Engines.

The following is the outline for study of gasoline engines and motor car principles.

The object of this course is to explain the principles underlying gas engine construction and operation and to illustrate the movements and mechanical combinations adopted in present-day practice.

The sole object in preparing the charts, illustrations and demonstrations which will be given out is to make the principles of gas engines absolutely clear and with these clearly in mind there should be no difficulty in operating any machine of the type under consideration.

1. Principles of a gas engine; parts and names of each; actual parts to be on hand for illustration, strokes, order and length of each; valve timing; explanation of cycle; four-stroke and two-stroke motors; instructions given for setting "timing gears" when out of mesh; timing spark; when spark should occur.
2. Cooling system discussed; air, water, pumps, fans, etc.; engine balance. Why a four or eight-cylinder engine is not a perfect balance; why a six-cylinder is. Carburetors and gasoline feeds; automatic and mechanically controlled air inlets; carburetors with side and central mixing chambers; gravity feed, pressure feed, "Stewart vacuum tank feed system."
3. Horsepower explained in understandable terms; brake horsepower actually tested on several gas engines; speed of engines; tensile strength of gasoline.
4. Ignition principles; make and break; high tension; magnetism; breaker points; distributor; advance and retard; "Cut-out-relays."
5. Care of gas engines; trouble shooting; bearings; lining up front wheels.

There will be an opportunity to ask questions at all times during lectures. If you are thinking of constructing barns or other farm conveniences, you will get valuable suggestions from the manual training department.

Rope Work.

January 1, 9:10—Construction of rope, care of rope, relaying strands, end whips, end splices, eye splice.

January 2, 9:10—Short splice.

January 3, 9:10—Long splice.

January 4, 9:10—Long or transmission splice.

January 5—Rope halters.

January 6—Some useful knots and hitches.

Mr. Grain Man.

Co-operative elevator day—9:15 to 9:20—Music.

9:20 to 10:05—Address by Mr. John McVey of Great Falls.

10:05 to 10:20—Address by Mr. Wiley Scott of Bencland.

10:30 to 11:20—Addresses by Mr. F. A. Bennett of Great Falls, Mr. J. H. Miner of Suffolk and Mr. H. Gramely of Lewistown.

11:20 to 12—General discussion.

Noon, 1:20 to 1:45—Music.

1:45 to 2:20—Farm bureau organization.

2:30 to 3:00—Squirrel poison demonstration.

3:00 to 3:45—Flax fibre discussion.

3:45 to 4:15—Co-operation by Mr. W. Beers of Bozeman (state college). Evening banquet—Prof. M. J. Abbey of the state college will have charge of the poultry work and each period will be of interest.

Don't forget the special work in cement, the flax fibre plant, the seed plant, the county fair, the stock and grain judging contests and the evening entertainment—nor the exhibition of the wheat, flour and bread by the Montana flour mill.

ROY IS ALREADY BASEBALL BUSY

The first county stir in baseball comes from the live north Judith Basin section. This might be expected for Roy and White are located thereabouts, and they let the world know last season that they were on the baseball map. It is Roy that takes the lead looking ahead for 1917. The hope has it that Pitcher Williams will be with Roy again next season, which means that Roy, with good support back of that man, will have to be reckoned with.

The aggressive move by Roy brings up the question as to what Lewistown fans want for next season. With a good baseball park firmly established, attention need be directed this season only to the team, its make-up and class.

With the Northwestern league going next season and at least two Montana towns in its circuit, Butte and Great Falls, there does not seem to be any demand for a state league. Lewistown is not considering a berth in the Northwestern and so it is probable that baseball of the class which the fans enjoyed so much last season will be on tap for 1917. That was a good brand. Of course Billings, Bozeman, Livingston or Roundup fans may propose a league similar to the old Midwest Empire league of a few seasons back. But at present local fandom seems to favor the county league idea.

It will soon be time to get together in a meeting and have the fans talk over matters. Those in charge of baseball here last season did mighty well and the chief work will be to line up for the coming year.

With all the live towns getting in line with classy teams there will be a liberal amount of the national game dished out to the fans of baseball-loving central Montana during the year now about to present itself, and Lewistown will be ably represented.

MRS. STOUGH, PIONEER OF MAIDEN, REAL OLD-TIMER OF THE COUNTY

Thirty-one years ago today Mrs. A. J. Stough arrived in Maiden, Mont., prepared to spend her first Christmas in the Treasure State. She had left Kansas City on December 16 and had come from Billings over 300 miles by stage. Christmas in Montana at that time was quite different than today, but was none the less enjoyable. The Stoughs still own the house at Maiden which was their home then, and at the present time the house is being occupied. Mrs. Stough can truly claim the title of "old-timer" and can tell of many happy years spent in this part of Montana.—Stanford Word.

RECOVERY FROM BLIZZARD.

FARGO, N. D., Dec. 26.—Fargo and its neighboring rural sections in eastern North Dakota and western Minnesota, were recovering tonight from the worst blizzard of the season to date.

SPENDING MILLIONS

Seventeen of the Forty-one Counties of Montana Will Have Spent \$2,241,000 in Round Figures on Roads and Bridges at the Close of the 1916 Season. These Same Seventeen Counties Have a Total of 7,500 Miles of National or Park-to-Park Highways Within Their Borders.

TO SUPPLEMENT the article concerning the work of Montana's state highway commission and the tremendous success it is having in raising standards of road construction through out that state as published in the June number of this magazine, the Northwestern Motorist sent a letter to the clerk and recorder in each county in Montana asking him for a brief report of what his county did last year, and what it plans to do this year, in the building and maintenance of its roads and bridges.

Most of these letters were answered promptly and the information desired was given either by the county clerks or by the county surveyors. Of these counties heard from Jefferson and Broadwater failed to give their plans for this year. Last year Jefferson county spent \$32,775 on roads and bridges, and Broadwater county spent \$21,315 during the same season.

The following interesting figures and data as submitted by the counties across Montana making unexpected advances in road building, it was a pleasure, in reading over these letters from the counties, to note that nearly each one is taking special pride in some feature of its road construction.

Yellowstone County.

Total amount spent on roads and bridges during 1915, \$117,564. Also two river bridges costing \$77,000, 47 miles of new gravel surfacing to cost approximately \$175,000. This county has 65 miles of national or park-to-park highways.

Yellowstone county has four large grading outfits, consisting of tractors and heavy graders. During the month of April these outfits constructed 91 miles of road. It is the intention of the board of commissioners to work the entire season. The directors of the county recently voted a \$175,000 bond issue to construct 47 miles of hard surfaced road, contracts for which were let on June 1. The most of this hard surfaced road will be constructed along the Yellowstone trail.

Fallon County.

Total amount spent on roads and bridges during 1915, \$15,000. Plans for this year include 200 miles new road, to cost approximately \$40,000. Twenty bridges at total cost of about \$10,000. Total amount it is planned to spend this year on county road building and improvements, \$60,000. This county has 40 miles of national or park-to-park highways.

Musselshell County.

Total amount spent on roads and bridges during 1915, \$25,000. Plans for this year include 400 miles new road to cost approximately \$40,000, seven bridges to cost \$65,000, 10 miles of new gravel surfacing to cost approximately \$2,000. This county has about 200 miles of national or park-to-park highways.

Wibaux County.

Total amount spent on roads and bridges during 1915, \$20,000. Plans for this year include 20 miles new road to cost approximately \$18,000, three bridges to cost about \$5,000, 20 miles of new gravel surfacing and repairs to cost approximately \$8,000. This will bring the total amount this year to \$31,000. This county has about 112 miles of national or park-to-park highways.

Glacier County.

Total amount spent on roads and bridges during 1915, \$59,921. Plans for this year include about 25 miles new road to cost approximately \$5,000, six bridges to cost about \$12,000. Some new gravel surfacing and repairs to cost approximately \$30,000. This will bring the total amount this year to \$47,000. This county has about 112 miles of national or park-to-park highways.

Gallatin County.

Total amount spent on roads and bridges during 1915, \$170,056.90. Plans for this year include 29 miles new road to cost approximately \$7,000. Total amount it is planned to spend this year on county road building and improvements, \$70,000. This county has 65 miles of national or park-to-park highways.

In doing its work Gallatin county operates the following heavy machinery in addition to small outfits with scrapers, etc.: One steam shovel, two caterpillar engines with large graders, one Buffalo Pitts road locomotive, one steam grader, one Avery steam engine equipped to haul dump wagons and one rock crusher.

The 21 bridges mentioned above are beam bridges varying in length from eight to 32 feet, and were bought last year so that the price given is for installing only. There is a movement on foot to surface about four miles of road with crushed rock at a cost of about \$15,000 and in case this is done another steam shovel will probably be purchased. Bridges other than those mentioned will probably be built and about \$15,000 will be expended on concrete culverts.

Park County.

Total amount spent on roads and bridges during 1915, \$66,714. Plans for this year include 25 miles of new road to cost approximately \$60,000. This county has 1,110 miles of national or park-to-park highways.

Park county has bought two International Harvester gas tractors; also Buffalo Pitts steam road roller, one steel form for concrete work and a concrete mixer. This county will replace all wooden culverts with concrete. This spring Park county has built one additional steel bridge, span 100 feet long with wing dams, at Springdale over the Yellowstone, at a cost of over \$6,000.

Teton County.

Total amount spent on roads and bridges last year, \$24,425. Plans for this year include 300 miles new road to cost approximately \$30,000, pile bridges to cost about \$10,000 and general repairs amounting to \$5,000. This will bring the total amount it is planned to expend this year to \$50,000 or more. Teton has 320 miles of national or park-to-park highways.

In doing its work Teton county uses two steam and one gasoline engine, two Russell graders with each engine. It has three classes of roads: Class A is 28 feet wide, light grade and has been constructed at a contract price of \$45 per mile. Class B roads are 30 feet wide, average grade, and cost \$55 per mile. Class C roads are 36 feet wide, heavy grade, \$68 per mile. The contract price for 510 mill work has been 4 1/2 cents per cubic yard.

In its road organization, Teton county is divided into three districts, each with its supervisor who has a crew and equipment at his command at all times. He also repairs old roads and bridges. Emergency work requiring immediate attention is done with extra help by order of the county commissioners or county surveyor. All work is staked out, checked up, and approved by the surveyor. Steel bridges are constructed by the county in accordance with plans and specifications furnished by the state highway commission. Road drags are supplied farmers living along well traveled roads and these drags are kept in active service. Many of the farmers, who fully realize the benefit of good roads to their community, are doing this work free of charge.

Prairie County.

This new county will increase its expenditures on roads and bridges from \$10,000 as expended last year, to about \$25,000, which it is estimated will be required to carry out the plans for 1916. This money will be expended on 60 miles of new road to cost about \$12,000, five steel bridges and some gravel surfacing to cost approximately \$14,000. There are 70 miles of national and park-to-park highways in Prairie county. In the report submitted, a note was made that a \$10,000 steel bridge over the Yellow Creek in the Yellow Pine and Red trail has just been completed and that 10 miles of this highway will be graded and graveled this spring, with the use of power machinery. Several small wood bridges are included in the 60 miles of new highway for this county as mentioned above.

Valley County.

"We are not building miles of road," was the remark made by the county surveyor of this county, in furnishing his report. He then went on to show that Valley county already has 1,700 miles of highway, 800 of which were laid out last year, and that the problem now confronting the commissioners and the county surveyor is primarily one of maintenance and repairs. Valley county spent \$40,000 on her roads and bridges last year and expects to spend \$30,000 in improving roads, and \$10,000 on new bridges during the present season. This county has 70 miles of national or park-to-park highways within its borders.

Richland County.

Total amount spent on roads and bridges during 1915, \$30,000. Plans for this year include 100 miles new road to cost approximately \$10,000, pile bridges to cost about \$11,000, 80 miles of new gravel surfacing and repairs to cost approximately \$10,000. This will bring the total amount, this year, to \$31,000. This county has 75 miles of national or park-to-park highways.

In doing its work, Richland county used a caterpillar engine (45 horsepower) and with it one elevating grader, one 10-foot-blade grader and one eight-foot-blade grader. This year it purchased five additional eight-horse graders, besides equipping each district with one Fresno, one road plow and two drag scrapers, and is also equipping with road drags those districts in which there are graded roads.

Flathead County.

Total amount spent on roads and bridges during 1914-1915, \$72,571.64. Plans for road work this year include 100 miles grading roads to cost about \$4,000, 10 miles of new gravel surfacing and repairs to cost approximately \$5,000. Total amount it is planned to spend this year on county road building and improvements, \$41,000. This county has 250 miles of national or park-to-park highways.

In doing its work, Flathead county uses large Mogul Russell graders drawn by traction engine.

Big Horn County.

Total amount spent on roads and bridges during 1915, \$57,943.50. Plans for this year include 25 miles new road to cost approximately \$10,000. Bridges to cost about \$36,500, one and one-half miles of new gravel surfacing and repairs to cost approximately \$1,500. Total amount it is planned to spend this year on county road building and improvements, \$48,000. This county has 86 miles of national or park-to-park highways.

Meagher County.

Total amount spent on roads and bridges during 1915, \$26,584.86. Plans for this year include 200 miles new road to cost approximately \$60,000; 20 bridges to cost about \$10,000. Total amount it is planned to spend this year on county road building and improvements, \$75,000. This county has 1,000 miles of national or park-to-park highways.

Sheridan County.

Total amount spent on roads and bridges during 1915, \$77,437.13. Plans for this year include 50 miles of new road, eight bridges to cost about \$15,000, 10 miles of new gravel surfacing and repairs to cost approximately \$500. Total amount it is planned to spend this year on county road building and improvements, \$65,000 to \$75,000. This county has 3,000 miles of national or park-to-park highways.

Very little of the Sheridan county road work is let by contract. Each commissioner has a district and hires an outfit by the day.

UNCLE JOHN SEES THE LIGHT.

WHAT DID I TELL YOU, UNCLE JOHN? GOOD GOODS, HEY, WHAT?

GOLDENED IF IT AIN'T YOU EN'T HAVE THE BIRDIES ON IT. TASTE IT ALL RIGHT.

AND THE BIRDIES CHEW INVE. HALF AS BIG AS YOUR OWN. IT TASTES BETTER, TOO. AND WILL LAST LONGER.

THE young fellows teach the old ones and the old ones teach the young—that's the way it is with W-B CUT chewing gum. Less chewing for feeble jaws, less chewing for husky jaws—but the big point is satisfaction. Never before has there been so much satisfaction in so little a chew. It's rich tobacco, W-B CUT is. It makes you feel sorry for the fellows who chew so much of the old kind for so little benefit.

Made by WEYMAN-BRUTON COMPANY, 50 Union Square, New York City

WESTERN STATES ARE IN THE GRIP OF COLDEST WEATHER OF WINTER

SAN FRANCISCO, Dec. 26.—Far western states are in the grip today of the coldest weather of the winter. In Helena, thermometers registered 29 degrees below zero. There was more than a foot of snow in eastern Washington and Montana and transcontinental trains were running behind time.

One man was found frozen to death in Washington, having separated from companions while on a trapping expedition. In Oregon a rural free delivery mail carrier and two farmers in different sections of the state have been missing since Friday. Because of additional snowfall, searching parties have returned and reported they found no trace of the men.

MISS BRABSTON BECOMES BRIDE

David M. Crichton, a prominent business man of Geraldine, and Miss Katherine Brabston, one of the most valued members of the high school faculty, were married at 8 o'clock Sunday morning at the Methodist church, Rev. C. M. Donaldson performing the ceremony, in the presence of a few intimate friends. They left a little later for Great Falls and will go from there to Geraldine to reside. Mr. Crichton being in the farm loan and insurance business there. He is a native of Alyth, Scotland, and came to Montana six years ago. The bride is from Vicksburg, Miss., and for a year and a half past has been in charge of the Latin department of the high school.

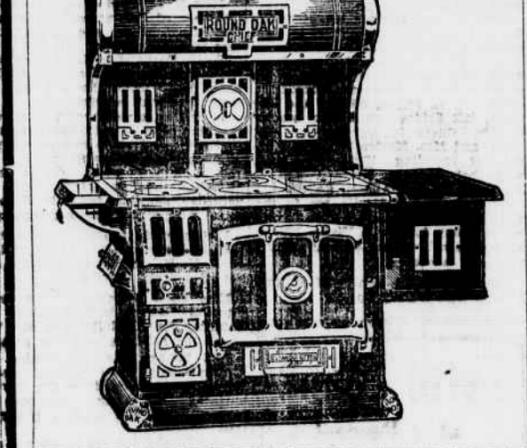
LOW TEMPERATURES.

DENVER, Colo., Dec. 26.—Abnormally low temperatures prevailed throughout the Rocky mountain region tonight, with snow and zero weather reported from all sections. Snow in the mountains of western Colorado, Utah and Wyoming was seriously interfering with railroad traffic. Trains from the west were reported ten hours late.

CITY SCHOOLS WILL RESUME THEIR WORK ON JANUARY 2

While the Fergus county high school students need not return to their studies until January 8, the city schools will resume work on January 2, or immediately following the holidays.

The reason for the longer vacation for the high school is the holding of the farmers' meeting in that building the first week in January.



Your Attention Is Invited to the New Round Oak Chief Range

Think of all the desirable features you would wish in the range you buy—add them up, then expect something superior—

THAT'S THE CHIEF.

May we not show you the best built, the most lasting, the finest working family range in the world?

Fergus County Hardware

Exclusive Agents.

Stores at Lewistown, Hilger and Winifred.

Prince Albert gives smokers such delight, because

- its flavor is so different and so delightfully good;
- it can't bite your tongue;
- it can't parch your throat;
- you can smoke it as long and as hard as you like without any comeback but real tobacco happiness!

On the reverse side of every Prince Albert package you will read:

"PROCESS PATENTED JULY 30th, 1907"

That means to you a lot of tobacco enjoyment. Prince Albert has always been sold without coupons or premiums. We prefer to give quality!

PRINCE ALBERT

the national joy smoke

YOU'LL find a cheery howdy-do on top no matter how much of a stoupe you are in the neck of the woods you drop into. For, Prince Albert is right there at the first place you pass that sells tobacco! The tough red bag sells for a nickel and the full red tin for a dime, then there's some pound and half-pound tin humidors and the pound crystal glass humidors with sponge-moistener top that keeps the tobacco such bang-up trim all the time!

TOBACCO IS PREPARED FOR SMOKERS UNDER THE PROCESS DISCOVERED IN MAKING EXPERIMENTS TO PRODUCE THE MOST DELICIOUS AND WHOLESOME TOBACCO FOR CIGARETTES AND CIGARETTES.

"PROCESS PATENTED JULY 30th, 1907"

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This is the reverse side of the Prince Albert tin. Read this "Patented Process" message to you and realize what it means in making Prince Albert so much to your liking.

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.