

19 Years

Ago

Taken from
the Files of
the Valley
County Ga-
zette of Nineteen Years Ago.

Mrs. Fred Whitbread, who has been visiting friends around Saco and Hinsdale, returned home this week.

David Kennedy, of Saco, was thrown from a wagon in a runaway this week and had his leg broken below the knee. He is now in Glasgow where he can receive medical attention. Mrs. Kennedy is nursing him.

The assessed valuation of Valley county this year is a little over \$1,500,000.

Dan Knapp, the merchant prince of Oswego, is in town today enjoying the society of his friends.

County Surveyor Mahon made a trip to Hinsdale this week to survey a proposed road.

Louis Hoffman and wife are visiting friends in St. Paul this week. Mr. Hoffman is attending a conference of the B. of L. E.

A pleasant social hop was given Thursday evening at the Coleman House in honor of Miss Georgie Wilson, of Saco. Miss Wilson is a guest of the Misses White on Milk river.

Tommy Jones' trotting steed seems to be in great demand, especially among the female marriageable population. A swift eagle eye and a speedy horse is a combination not to be despised.

Wm. Taylor, one of Saco's most progressive sheep men was a pleasant visitor in Glasgow Tuesday. The new tariff on wool has wrought a change in Bill's ruddy complexion and where once was gloom now joy prevails.

Commissioner Chas. Stafford and wife of Culbertson visited in Glasgow a few days the first of the week. The commissioner filed on a valuable piece of desert land which he pro- The wool clip in that vicinity has not been as heavy this season as in previous years but the wool is of a superior quality and will command a good price. Twelve cents is the lowest price that will touch any of it.

Tom McAllister was arraigned before Justice Kent Tuesday on a charge of illegally branding eight head of cows, the property of a ranchman living on the Canadian side of the line. The arrest was at the instigation of the Canadian Police and the cattle in question were a portion of the herd driven away from a small rancher near Eagle's Nest, previously referred to in this paper. McAllister claims to have purchased them from a half breed and was acquitted on the ground that he was not aware that the cattle were stolen property.

The highest price that has been paid for Montana wool in four years was paid at Fort Benton Tuesday when the following sales were made: The John Patterson clip of 40,000 pounds sold at 14½ cents to C. H. Merrill. The Pugsley clip sold at 14 cents and the Churchill clip at 13½ cents. Other clips went at from 11½ cents up. About 300,000 pounds were sold.

The most thickly populated portion of this country lies along the Big Muddy, a distance of five or six miles west of the town of Culbertson. Near the mouth where the waters of the Muddy enter into the Missouri river, Jacob Bauer conducts a small store in connection with a ranch that is well supplied with cattle. Mr. Bauer has this year experimented with irrigation power with which he brings the water from the Muddy over his land. The result is not only satisfactory but exceeds two fold the estimates of the most optimistic.

The Glasgow quartet should devote itself to learning a few new songs and exercising more judgment in its selection of appropriate pieces to be sung on special occasions. For instance, when serenading the newly married couple Monday evening, they broke out with "She may have seen better days" and the "Fatal Wedding." At a funeral they would probably select "Paradise Alley."

WEEKLY WEATHER REPORT

Havre, July 15.—The state of weather for the week ending Saturday, July 15th, 1916, was clear, dry and warm with abundant sunshine and warm night temperatures, and excellent growth resulted to all vegetation. There was an average daily excess in temperature of 4 degrees as compared with the normal. The thermometer recorded 91 degrees on Wednesday, July 12th, the highest for the week and the lowest temperature was 54 degrees on Friday, 14th, making an absolute weekly range in highest temperature for this week taken from 36 years of record was 108 degrees on July 12, 1886, and the lowest for the same period was 35 degrees on July 15, 1881.

There was a heavy shower and thunderstorm Sunday evening from 6 to 8 p. m. and no more rain fell the rest

of the week. The total precipitation was 0.79 inches which is 0.26 inches above normal. There was a dense fog Sunday morning which ended at 6:30 a. m. There were 6 clear days and 1 partly cloudy. The duration of registered sunshine was 94.0 hours out of 111.3 hours the sun was above the horizon, making 84 per cent of possible sun shine.

The wind force was light to gentle with prevailing direction from the southwest. The highest velocity was 33 miles an hour from the southwest on the 9th.

The harvesting of hay is being pushed as rapidly as possible and exceptionally favorable conditions prevail for all cereals. Water in Milk river and tributaries falling slowly but still have a large discharge.—C. W. Ling, Observer, Havre Weather Bureau.

State Topics

Montana bank deposits increased \$4,000,000 between March and May, and \$21,000,000 in past year. Percentage of reserve higher than for several years.

Missoula—Local contractors have secured a contract for a new \$125,000 Northern Pacific hospital here.

Hanover—60 men employed in new plant of Hanover-Gypsum Co., producing 200 tons of gypsum products per day including wall plaster, cement plasters, lime, pulverized gypsum, land plaster, gypsite plaster, plaster board, plaster tile, plaster of paris, gypsum tile and blocks and stucco.

John D. Ryan, president of the Anaconda Copper Co., will visit Montana soon. It is probable that he will time his visit so that he will be here when the new big zinc refinery at Great Falls is put into operation and the zinc concentrating plant at Anaconda is started.

Silver Bow county is planning construction of oil surface macadam roads.

Montana district, including Montana, Idaho and Utah, pays \$735,027 corporation and \$225,728 individual income taxes for past year.

The Chicago, Milwaukee & St. Paul Railway Co., has nearly completed the electrification of its line between Harlowtown, Mont., and Avery, Idaho, the first unit determined upon. The operation of trains by this method has proved satisfactory, and the expectation is that it will be extended not only to the coast, but eastward from Harlowtown to Miles City.

School land to be offered for sale in eastern Montana in August will aggregate 28,000 acres.

Number of accredited high schools in Montana has more than doubled in past four years.

Glendive—\$16,000 contract let for grading and graveling streets. Work now in progress.

Curlew—It is said that a Los Angeles concern, financed by Boston people, is about to start mining operations on a large scale southwest of Stevensville. High metal prices responsible for the increased activity in this district.

Great Falls—Montana Retail Lumber Dealers will hold their annual convention here August 11-12. Large attendance promised.

Bainville—Contract for \$13,000 school house awarded to Great Falls firm.

Boyd—Two grain elevators with capacity of 40,000 bushels each to be built at once on N. P. tracks.

Stevensville—Canning factory will employ 20 girls and take them to and from their work each day.

Missoula—Geo. T. Slade, Vice-President of N. P. Ry. Co., says arrangements to start work on new Flathead road probably be made in St. Paul at once.

The receipts of the state land office for June were \$90,723.77, that being the amount Register Miller has turned over to State Treasurer Rae. The receipts for the fiscal year to July 1, aggregate \$617,438.95.

Helena—6,802 injured employes collected \$388,605.70 during the first year under Workmen's Compensation Act.

Great Falls—The Northwestern Packing Company is now organizing here for the purpose of establishing a packing plant that will afford a market for Montana hogs. Mr. Boyd a packing house manager of many years' experience in Wisconsin, is at the head of this venture and has interested a number of prominent Great Falls business men in the enterprise.

Vice President H. B. Earling of Milwaukee Ry., expressed himself as well pleased at progress of work after overlooking the track-laying on the Great Falls-Choteau-Agawam line.

We never have felt inclined to fight for any sort of toil but here the French and Germans are waging bloody warfare for the work at Thaumont.

Investigate for
Yourself



Compare the Quality
and Price

Everybody Has the Best Car When It Comes to Talk

—But before you buy any automobile, just ASK the Salesman if that car of his has a FULL FLOATING Rear Axle—a Rear Axle that carries the weight of the car on the housing and NOT on the shaft—a Rear Axle that has TWO Timken Bearings in EACH of the hubs and each side of the differential.

Ask him if the gears are large and strong—and made of the toughest, finest of gear alloy steel, developed and tested in their own laboratories—the kind of gears that don't break and take a long time wearing out.

Ask him to take out the shaft and remove the Differential and SHOW you whether his car has a FULL-FLOATING Rear Axle and Timken equipped, Adjustable Differential. If he can't do this and wants to sneer at the idea, just tell him in plain English that you don't want his car. He will try to make light of these features if he hasn't got them on his car. He may try to get away with it by saying that his car has a "FLOATING TYPE" of axle—but make him show you! He may tell you his car has Timken Bearings; but make him show you the size of the bearings and convince you that he has them at all heavy wearing points—in the hubs of the rear wheels, hubs if the front wheels, each side of the Differential, and TWO in the Transmission and on the Final Drive Shaft—13 sets in all.

Don't let him think he can convince you that some other type of bearing is just as good. It simply isn't so and HE KNOWS IT.

Ask him if that car of his uses GENERATOR-BATTERY ignition. And if he says "Magneto"—ask him WHY. Most of the high grade cars, you know, have discarded magnetos, because a magneto current WEAKENS when your motor slows up—and it doesn't give as hot a spark at low speeds as at high speeds. But Studebaker Generator-Battery ignition is reliable at any speed. It insures steady firing—there is no skipping or missing when running slow. And it is as near trouble-proof as anything electrical can be. So don't let the salesman DODGE on the ignition—ask him WHY, and make him PROVE what he CLAIMS.

Ask him if that car of his drives through Radius Rods and a Torque Arm. If he says "through the 'springs' with an imitation 'superior grin,'" just tell him you are not so keen for that "through the springs" design. Tell him you know it COSTS THEM LESS to build a car that drives through the springs—but that it makes the car hard riding—LETS THE DRIVING MECHANISM get OUT OF LINE, and in fact, results in using the springs for a purpose for which the springs were never intended. Just tell him you will take a car with TWO RADIUS RODS and Torque Arm, such as Studebaker uses, to keep the Rear Axle and Drive Mechanism in line and LEAVE the SPRINGS FREE for the one purpose they were intended—to take up the jolts and jars from the roads. Due PARTLY TO THIS, the Studebaker is one of the straightest driving, easiest riding cars you ever sat in. BE SURE there are RADIUS RODS in the car you buy.

Ask him if his car weighs the same on all four wheels—some cars are 200 to 300 pounds heavier in front than in the rear. Find out about this. If there is MORE THAN A FEW POUNDS DIFFERENCE ON EITHER WHEEL, then the car is NOT properly balanced and will not drive as SAFELY—nor as COMFORTABLY as the Studebaker. This is the BIG REASON for the EASY RIDING AND STRAIGHT DRIVING OF THE Studebaker FOUR. It is BALANCED—EVEN DISTRIBUTION OF WEIGHT ON ALL FOUR WHEELS—and the WEIGHT at the REAR being practically the SAME AS IN FRONT, the car has from 8 per cent to 15 per cent BETTER TRACTIVE POWER than any other car we know of.

Ask him if that car if his has BRAKES that guarantee a SURE STOP, when you have to stop. You have to stop quick sometimes, you know—some hills are steep, and undersized brakes aren't any guarantee of safety at such times. STUDEBAKER USES OVER-SIZED BRAKES—larger than most cars weighing half a ton more are using. Your car ought to have brakes just as safe. So, ask that salesman to show you such brakes as Studebaker has. See if they have correctly designed Brake EQUALIZERS—and don't risk a makeshift.

Go over every little detail of those other cars. And ASK the salesman frankly. Get FACTS.

Then see the Studebaker—and ask US just as frankly.

We are more than willing to have your choice of a car rest on the facts you get. For nearly 300,000 men have done just that thing and they now own Studebakers! And the chances are that when YOU get the facts as to quality, and see also what a handsome car the FOUR is and have opportunity to ride in and drive it yourself, you'll decide that it's needless to pay more than the Studebaker cost and DECIDEDLY UNWISE TO PAY LESS.

CALL IN AND LET US DEMONSTRATE THE CAR.

Coleman Hardware Co.

GLASGOW, MONTANA

"Ask Any Studebaker Owner"