19 Years Ago

Taken from the Files of The Valley County Gazette of Nineteen Years Ago.

Wm. Humphrey of Culbertson was a visitor in Glasgow the first of the week.

Hiram Halverson has applied for letters of administration over the estate of the late Scotty McLeod.

Commissioner Stafford had his right hand severally sprained by coming in contact with an obstreperous bronho last week.

The first beef shipment of the season from this ocunty will go from Malta in a few days. Shipments will be two weeks later than usual this year.

The first Northern Montana shipment of mutton this season went from Benton the first of the week. It consisted of 3,000 head owned by Rice.

The Alaskan gold fields seem to have taken a terrible hold on a few individuals that reside among us. It seems to be case of "Alaska or bust."

A large number of young folks doned their "Sunday best" Wednesday evening and drove out to Ed Stevens' ranch and dediated his new house with a dance.

Chas. Sargent of Nashua, was a visitor in Glasgow Wednesday on business. Charley intends retiring from the mercantile arena and is offering his store for sale.

Len Morrow, who is riding for the N's, was thrown from his horse last week and sustained a severe bruising about the shoulders. He came to Glasgow for medical treatment.

C. E. Pierson and May Alvina Kennedy, both of Saco, were united in marriage Thursday evening by Justice Kent. The wedding was a quiet affair and witnessed by only a few friends and relatives.

The fact that the Ohio Democrats failed to pat Mr. Bryan on the back in their platform has given rise to the rumor that he will reduce materially the number of speeches in the state which he had expected to make in the fall's campaign.

It is to be hoped that most men got their money's worth of hot weather the past few days but if there should be any kickers let them step forward before it is too late. It is possible arrangements can be made for roasting all dissatisfied elements. At east it can be tried if any are chilly.

Wm. Jaycox, the big medicine man of the Square outfit was down from Malta Saturday and spent a few very pleasant hours with the boys. Bill's fame as an all around "beef man" is not local by any means, the range rider that has not heard of Bill can be put down as a lightweight and not a novice in the business.

Bail Kellison unslung his little air gun the other day and went gunning for big game. Finding none he amused himself by shooting at a knot hole in an outhouse. A well known hotel keeper who was inside was shot in the head. The game warden says the law on this point is not clear and Kellison was liberated.

Again has the grim reaper of death appeared in our midst and robbed us of a most precious flower. The sudden announcement Monday morning of the death on the previous evening Mrs. R. X. Lewis fell like a shot on the inhabitants of this village and caused a gloom to overshadow the community. Preparations for burial were made and friends bore her tenderly to her last resting place in the cemetery on the hill. It was an occasion of solemnity and sorrow; even the sun seemed to shine with a saddened glow and the small birds, fresh in the first season of life, twittered and sang more softly as if in unison with the mournful event. The remains were followed to the grave by every available vehicle and those not able to ride walked to the cemetery, demonstrating the high esteem and love entertained for her by neighbors. Some four years have passed since Mrs. Lewis first came to Glasgow, during which time she has only been known as a kind, generous and forgiving little women. To aid the poor and the relieving of those distressed were the characteristic traits of her nature and she was ever ready to extend a helping hand to the needy. A sweet remembrance of her will long linger in memories of her friends.

CARRIAGE BUILDERS' CONVENTION IN CINCINNATI

Nowadays almost every line of industry has its trade organization and its annual convention, where ideas are exchanged, papers read and members have the opportunity of making the acquaintance of other men interested in their own particular line.

Forty-four years ago such business organizations and conventions were almost unheard of. They could, in the United States, be counted on less than the fingers of one hand.

One of the very first classes of business men to organize thmselves into a national trade body was the Carriage Builders' National Association, which held its first meeting in New York City in 1872. Every year since that time the carriage builders have gathered together in some city, alternately in the East and West, for discussion of business matters and a good social time.

At their annual banquets the carriage builders have had the honor of listening to such men as Gen. William Tecumseh Sherman, the late President McKinley, Oliver Wendell Holmes, Edward Everett Hale and many others equally distinguished. Dr. Holmes, the author of the famous poem "The One-Hoss Shay," accepted an honorary membership in the association, which he held until his death. His letter of acceptance to the secretary of carriage builders' organization is one of the treasures of the archives of the association.

This year the Carriage Builders' National Association will hold its forty-fourth consecutive annual convention at Cincinnati, Ohio, during the week of September 25-29, and an unusually good attendance is anticipated.

Naturally the competition of the automobile has had its effet on the carriage trade. There are not so many firms engaged in the manufacture of buggies and surreys as there were in former years. Neither are so many of these vehicles being built as formerly.

Nevertheless, the production, according to a census report made public in June of this year, gives the number of horse-drawn vehicles produced in 1914 as in excess of 1,187,000 of all classes. Of this number 558,400 represented the output of buggy factories, the remainder, including wagons, hearses, omnibuses, hacks, and other varieties of horse-drawn vehicles. The total value was $135,792,357. In all, 5,320 manufacturing establishments were included in the enumeration.

From these official statistics it is clear that the horse-drawn vehicle industry is still a thriving business in the United States, and that although the production has fallen off during the last few years, those who have remained in the business are still enjoying their old-time prosperity.

There is every indication that the 1915 census, when made public, will show a considerable increase in both production and value, as there has been quite a revival in the use of the horse-drawn buggy during the last twelve months. Statistics obtained from manufacturers of wheels, axles and other parts, indicate a larger buggy production during 1915 as compared with the year on which the government's recently published figures are based.

THE BUGGY RIDE

Despite the changing times, I cherish the conviction that if there is anyone within sound of this typewriter who has missed taking his girl out riding with the old hoss and buggy of fame, he has missed something.

When grandma wore that bonnet,
An' grandpa wore this hat,
They took a horse 'n' buggy
An' 'loped—jes' think o' that!
He said, "You're awful pretty."
She said, "You're brave and true,"
An' then, beneath that bonnet,
I think they kissed, don't you?

The long summer afternoon on the country roads is pleasant but if it is evening and there is moonlight thrown in, it becomes a dream. You drive up to her home with some trepidation, put in the clutch and the brake and the hoss anchors.

She is ready with surprising quickness. She must have expected you.

That bit of ribbon on her hair and that flower!

"Where are we going?" she asks casually, with the warm blood in her cheek, and, as you work the self-starter on the hoss, release the clutch and he shows signs of forward movement, you reply: "To the end of the world," and she makes no objection.

Can you beat it?

You have youth and a day, and you know as well as anything can be known that the pomp of emperors in comparison is as 30 cents. Down the long, winding road to heaven, through the cool, shady, woodland places, by the shores of still lakes and along the dusty and flower-bordered highways of this life, the hoss and buggy move.

Slowly the talk drifts towards imperishable confidences, to little loving "asides", to the touches of friendly hands and feet, till someone says: "I could ride so forever." The word has been said, the old story is told again—and the troubles of a long lifetime together have begun.

Will no one stop them? Will no one shout aloud to them: "Young folks, the rapids are before you! Stop now, before it is everlastingly too late!" No. No one shouts thus, and so they go to their doom and are married and live happily ever after—or, at least, for some time, and the tide rises and the tide falls. And nobody tries to stop it.—Minneapolis Journal.

Investigate for Yourself

Studebaker

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 Fnial 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"