

WHY FALKENHAYN LOST HIGH PLACE

Urged Giving Up Balkan Campaign and the Emperor Dismissed Him.

London.—"According to reports from Germany received at Berne," says a dispatch to The Wireless Press, "the dismissal of General Erich von Falkenhayn from the post of chief of the German general staff was due to his suggestion of a complete change in Germany's war plans, which Emperor William indignantly rejected."

"Predicting the complete downfall of Bulgaria as the result of converging attacks from the north and south, and in the end the consequent interruption of communications with Turkey, General von Falkenhayn urged that the whole Balkan campaign be abandoned, that the eastern line be shortened, and that the occupied territory in France be evacuated."

"The general expressed the opinion that the transformation of German strategy into a purely defensive campaign on a shorter front would paralyze the Entente Allies and make it impossible for them to crush Austro-German resistance unless they fought with unlimited resources, and then for ten years. Persistence in the present plan of campaign, he said, would lead to disaster."

"Field Marshal von Hindenburg denounced this advice as childish, cowardly, and unworthy of the Germans. Emperor William took von Hindenburg's view and dismissed von Falkenhayn."

CARRANZA CONTROLS TURBULENT MEXICO

Less Than 12,000 Armed Men Against Him; Lincoln and Washington His Idols.

Mexico City.—Venustiano Carranza, first chief of Mexico, affects an indifference to newspaper criticism. He contends that publicity, adverse or favorable is of little concern to him. "When they are against me I never read them. When they are favorable there is no need to read them. Fate has decreed what the end shall be. The future of Mexico will take care of itself. I am just an incident. I am where I am because thus was it ordained. I may think I am acting on my own initiative, but what I may do three months or a year or any time in the future, is all prearranged."

This statement is peculiarly Carranzaesque. He is a fatalist. What he has considered himself powerless to remedy he has put aside as a subject on which thought would be wasted with the adverse criticisms, and thus it had been with hundreds of other things during the years when his success was constantly a matter of doubt. During these years a slight turn of fortune, a slight mistake or misunderstanding or miscalculation on the part of one of his generals—and the time was not so very long ago when he had only a few—might have altered his entire career and changed the entire destiny of his nation.

Today Carranza is practically in control of all Mexico. According to his reports there are less than 12,000 men, all told, in arms against him. A year ago there were 50,000. He is confident that within the next six months armed opposition to the government he has established will be a thing of the past.

Mexico is a nation of hero worshippers. That explains in a measure how such men as Villa succeeded. The Mexicans are an adventurous people, and the glamor of the bravo outshines the irregularities of his operations. Just now Carranza is the idol. And of all the men who have forged to the front in Mexico in recent years, always excepting Madero, the first chief has the cleanest hands, in a political sense. He plods along now that he sits in the seat of Diaz, just as he did when his capitol was the government light house at Vera Cruz.

George Washington and Abraham Lincoln are the idols of Carranza. He has the translation of every book that has been written about these two famous Americans, and he is more familiar with their principles and their policies than is the average well read American.

The charge has often been made that Carranza was anti-American. He denies this, but adds that he is "pro-Mexican." Add to his veneration for these two great American characters the fact that he sent both of his own daughters to the United States to receive their education, while many Mexicans who could afford to do so were sending their daughters to Paris instead, and there appears to be evidence that Carranza is not really anti-American. His daughters, who are now about 23 and 25 years of age respectively, were sent to St. Louis to school, and both speak English and seem to understand Americans. A number of his nephews and cousins were also educated at American schools.

Carranza is of this sort: he stands head and shoulders over the little Mexican laborer who is so often considered typical of the country's men. He is six feet tall and weighs about

SHACKLETON'S MEN THOUGHT WAR OVER

Marroned Explorers, Taken From Elephant Island; Biscuit and Blubber.

London.—Life on Elephant Island, in the Antarctic, as it was experienced by the marooned men of Lieutenant Sir Ernest Shackleton's south polar expedition, who were recently rescued and taken to Chile, is described in a late message received from Punta Arenas. According to the message the first question of the men when taken off the island was: "When was the war over?"

"The day began," says the description, "with breakfast, which consisted merely of penguin, fried in blubber, and a drink of water. The morning's duties consisted of clearing away snowdrifts and catching penguin. Lunch was served at 1 o'clock, consisting of a biscuit with raw blubber. The afternoon was occupied with regular exercise over a track 100 yards in length."

"At 5 o'clock, when darkness fell, came dinner, consisting of penguin breast and beef tea. Lacking tobacco, the men smoked grass from the padding in their boots, while the pipes were carved from birds' bones and wood."

"The members of the party took turns in reading aloud from the only available books, the bible, an encyclopedia, Browning, Bacon's essays and Carlyle's French Revolution. Saturday evening was always marked by a concert, the feature of which was banjo playing. A banjo was the only musical instrument in camp."

"On one occasion there was a welcome addition to the diet when several undigested fish were found in the stomach of a seal and greatly enjoyed. These were the only fish obtained during our stay. In August there was change in the diet, when limpets were gathered, and seaweed was available as a vegetable."

"We were in the midst of one of these limpet and seaweed lunches when the rescue boat was sighted."

GETS \$51,312 FROM SUITOR; HE GETS BIBLE AND ADVICE

Chicago.—Miss Ladavine Miller and her brother, J. Marion Miller, an attorney, will have to serve indeterminate terms of from one to ten years in prison for swindling Thomas Foulkes of Danburg, Iowa, unless the supreme court intervenes.

Foulkes lost \$11,312 and two farms worth \$40,000 in his courtship with Miss Miller.

After she jilted him, Foulkes testified, she gave him a Bible and told him to "go to California and marry a rich widow."

MARCHING THROUGH GEORGIA NEW TUNE TO TEXAS PEOPLE

Mercedes, Tex.—Band leaders with the guardsmen on the border were told on their way down here that one of the unwritten laws of the south forbade any band playing "Marching Through Georgia."

The band with the First North Dakota infantry apparently did not receive this tip, and when the band was invited to give a concert in the park at Mercedes its first selection was "Marching Through Georgia."

To the surprise of every one familiar with the unwritten law, the musicians were vigorously applauded.

Inquiries revealed the fact that the native never had heard the old marching song and believed it was one of the new marches.

190 pounds, and when he goes for a walk, or strides about his office in the National Palace while discussing a new note from the United States, you can hardly keep up with him. He is generally reserved and calm, and speaks, as a rule, in a voice so low that at times it is difficult to understand his words. And while he talks he has a habit of stroking his beard, or running his fingers through it, as though pondering over each word—as though the fate of the world rested on it—even if he is talking only of a dinner the next evening.

There are exceptions. Once in a very great while he will not be so deliberate. One time Carranza was really angry a few moments after a new note from Bryan, then the American secretary of state, had been delivered to him. The note had to do with an insignificant matter, but Carranza, a casual onlooker might have observed, "hit the ceiling." He strode around the room in record time, and ended with the exclamation:

"If things were only as they were in former days, when things like this could be settled man to man!"

The outburst was not typical of the patient, gray-bearded lawyer as he appears in his official capacity, nor of the reserved man that he appears in private life. But possibly it revealed accidentally something of the man inside, of a character that he represses with his studied slowness of speech and decision. It is this customary deliberation that distinguishes him from most Mexicans, who are generally considered a volatile and hot-headed people. He is of a type new to the Mexican, who likes something of the romantic picturesqueness of a dashing Pancho Villa mixed up in the personality of his popular idol, and the Mexican is just beginning to become acquainted with the Carranza type.

Motor and Road News for Montana Readers 2,000,000 NEW CARS TO BE OUTPUT FOR 1917

High Cost of Materials Causes Price of Expensive Cars to Go Up; Cheap Cars Go Down.

With approximately three million motor vehicles in use in the United States at the present time and an estimated production of two million machines during the 1917 season the tremendous development of the automobile industry is realized. Judging from the earlier models of this great production the chief attention of the manufacturers has been centered on improved body designs and appearance. Every new car that is making its appearance is more attractive, more comfortable and includes greater details and equipment than previous designs.

According to reports from the manufacturers there will be few mechanical changes in the 1917 models, the greatest improvements being in the body designs and equipment. These improvements are noticeable in the low and popular priced cars as well as the high priced machines, and it is these features that are largely responsible for the increasing demand of all types of machines and the tremendous production estimated by the manufacturers for the 1917 season.

\$112 PROFIT MADE ON EACH FORD CAR

Company Earned Net Profit of \$58,000,000 in Twelve Months Just Ended.

Detroit.—The output of Ford cars for 1916 is more than half a million. Ford hopes to produce 750,000 cars in 1917 and 1,000,000 in 1918.

The gross sale of Fords for the year ending July 31, 1916, amounted to \$206,867,347. Net earnings for the period amounted to \$58,800,000, and the profit on each car turned out was about \$112. This was in spite of the cut in price of \$50 per car.

The Ford company is capitalized at \$2,000,000. After paying sixty per cent in dividends on stock, there remained \$58,000,000 for reinvestment in the business. This brought the total assets of the company up to \$147,000,000.

By the end of another year one person in every twenty-five will own an automobile in the United States, and of the four million car owners, half will possess Fords.

SETS FLIVVER SPEED RECORD

Chicago.—Hail the flivver speed king—Paul D. Harvey of Oak Park, Ill. Harvey, racing in what looked to be a miniature of Dario Resta's Peugeot, won two out of three races at the Ford speedway meet at Maywood, averaging 62½ miles an hour in each contest. He finished first in the twenty and 50-mile events. B. F. Davis of Paris, Ill., won the 30-mile race.

GASOLINE OUTPUT FOR SIX MONTHS IS NEW RECORD

One hundred and forty million barrels of gasoline were marketed during the first half of 1916, making a new record, according to John D. Northrop of the United States geological survey. Northrop apportions the output among the major fields as follows:

Appalachian, 11,400,000; Lima-Indiana, 1,800,000; Illinois, 7,900,000; Kansas and Oklahoma, 50,500,000; Northern and Central Texas, 4,200,000; Northwest Louisiana, 6,800,000; Gulf coast, 11,400,000; Wyoming and Montana, 3,400,000; California, 3,500,000; miscellaneous, 100,000.

HOW TO TELL WHEN YOUR BRAKES ARE DRAGGING

After adjusting the brakes be sure that the wheels run freely. This is done by jacking up the rear wheels, and turning them by hand.

If the least resistance is felt and the wheel, while spinning around causes a scraping sound, the brakes may be dragging. If the brakes are of fabric the trouble may sometimes be eliminated by prying the band with a screwdriver or similar tool.

On a tour, feel the brake drums at intervals, and if very hot, it may be assumed the brakes are dragging.

Since the Chalmers established a state agency last April, it has been found necessary to split the market for distribution into east and west, and up to date 300 cars have been disposed of. Some of the state has been supplied from the Pacific slope, but in future it will be provided for exclusively by state agents and distributors.

Some of the largest of the manufacturers and their approximated output for the coming season are the Willys-Overland, with 300,000 machines; the Chevrolet Motor Company, with 194,000 cars; the Studebaker Corporation, with 100,000 cars; the Buick Motor Company, with 150,000 cars; the Maxwell Motor Car Company for over 100,000 cars; the Dodge Brothers, with 80,000 cars; the Paige Motor Car Company, with 20,000 cars; the Saxon Motor Car Company, with 50,000 cars; the Hudson Motor Car Company, with 30,000 cars; the Jeffery Company, with 12,000 cars; the Packard Motor Car Company, with 20,000 cars; the Oldsmobile Company, with 20,000 cars; the Mitchell Motor Car Company, with 20,000 cars; the Haynes Automobile Company, with 10,000; the Hupmobile Company, with 18,000; the Franklin Motor Car Company, with 10,000, and the Chandler Company, with 20,000 cars.

HIGHWAY ENGINEERS MAKING MONEY NOW

Demands for Trained Men Is Increasing Rapidly—New Profession Uncrowded.

Federal aid in the good roads movement has opened up a grand opportunity for college and university students who specialize in the highway engineering branches of civil engineering courses. After winning their degrees they will find early employment at good pay.

There has long been a decided lack of trained road engineers, and the demand for them is increasing rapidly. Probably no other branch in engineering offers such sure reward at this time.

Eighteen state highway commissions out of twenty-four reporting to the National Automobile Chamber of Commerce in New York City state that there is a lack of trained road engineers, and sixteen say that preference would be given to graduates of college highway engineering courses in the appointment of additional road engineers.

Nearly 1,600 engineers are now employed by the twenty-four state commissions, and in addition about 2,000 are employed as county and city engineers in nineteen of the states.

Salaries of highway engineers range from \$900 to \$5,000 a year. The average is about \$1,800.

There has been a tremendous increase in highway improvement throughout the country during recent years, and the demand for good roads is growing rapidly. Highway commissioners report that they anticipate the number of engineers employed by the state highway departments will be doubled at least within five years.

More than \$250,000,000 is now spent annually in the United States for road construction, repair and maintenance.

TOURISTS ARE VEXED BY LAWS' VARIANCE

Outfitting a car for touring nowadays to meet the requirements of every state requires a lot of study.

Where in the old days the tourist had to study carefully speed laws to avoid traps in all sections of the country, now abolished, it is now necessary to study traffic rules of each city and also equipment rules.

To cite instances of infractions of the rules in cities would take too much space, but in some cities bumpers are required; in others mirrors; in others dimmers, and in others bright light.

The tourist reaching some cities will be called down again and again for not outfitting with mirrors, enabling him to see behind him, and he will also be called for bright lights. This calling more than likely will result in a fine.

Then in some cities it is required that an automobile stop for a street car which is taking on passengers or letting them off, while in other cities an eight-foot clearance is necessary only.

The wisest thing for the motorist to do is to watch the local driver and for a time do just as he sees other drivers do in that city. By doing this he will escape trouble.

ENORMOUS TONNAGE AND CARS SCARCE

Montana Due for a Car Shortage in October; Panama Canal Tied Up.

Traffic men of the various railroads doing business in Montana are agreed that it is due for a car shortage in October and that the seriousness of the shortage will depend on the co-operation the railroads receive from the consignors and consignees of freight.

"There is no use trying to get behind the facts," said one traffic man. "There is going to be a shortage, for the enormous tonnage will swamp the railroads. The real pinch will come in about three weeks. We have received reports from the various Montana increase in tonnage. Grain is receiving twice as much grain for shipment now as a year ago. Double our grain shipments for September of 1915 and that in itself is an enormous increase in tonnage. Grain is moving earlier from northern and eastern sections of Montana than from the central and western valleys. Some of the shipments were late in getting started, but the rush is now on."

"The eastern states are worse off for cars than Montana will be at any time during the shortage," said another traffic man. "The middle western states are pretty well fixed for equipment, as we are here, but on the western coast the demand for cars could not be met 10 days ago."

"The lumber shipments into Montana are more than normal, but the cars of lumber shipped through the state this fall show a great increase over a year ago. One reason for this is that the tieup of the Panama canal has resulted in the railroads being the sole carriers, and this has come at a time when the railroads need every bit of equipment to take care of crops and the unprecedented shipments."

"Coal shipments are also heavier than last year. In fact, all traffic records are going to go by the boards. The threatened strike held back thousands of cars of merchandise and now this class of traffic must be handled."

The Montana state railway commission has mailed out a request to all shippers to unload and load cars as promptly as possible so that the railroads will be able to furnish more promptly the cars ordered by shippers all over the state. Unless the railroads are given such assistance the car shortage may be as serious in Montana as in the east.

Oregon lumbermen report that sufficient orders have been received to keep the mills running for more than a year, but cars or bottoms cannot be had to ship out the product. The ship owners have increased their rates and the transportation question is serious to the mill men in northwestern coast states.

WORKS 49 YEARS WITHOUT VACATION; NAME IS BEAN

Chicago.—After forty-nine years of continuous service with the New York Central lines as an engineer, Joseph P. Bean is now enjoying his first vacation. He has been retired on a pension, and declares there will never be in his case any of that fiction which pictures an old engineer fretting to get back into the cab.

"I am just as happy to be out of a job as I was to get one nearly fifty years ago," he said.

SLAYER OF COOL BUTLER ON TRIAL AT EL PASO

Spannell Claims He Did Not Intend to Kill His Wife.

El Paso.—Harry J. Spannell, who was indicted today by the grand jury of Brewster county on two charges of murder in the first degree for killing his wife and Lieutenant Colonel M. C. Butler of the Sixth cavalry on July 20, while the three were out motoring, returned to Alpine tonight.

As in his former trips from the El Paso jail where he has been closely guarded, his departure was kept as quiet as possible by the authorities. He returned in the custody of Sheriff Walton and Ranger Barnett.

"I did not intend to kill my wife God knows," Spannell exclaimed just before he stepped into the waiting automobile at the jail to leave for the train.

He added quickly in explanation that his wife jumped across his target, the army officer, and that he did not intend to kill her.

MILLIONAIRE SPORTSMAN BUILDS SUBMARINE CHASER

New York.—This country is not going to be caught unawares by an enemy submarine if Herman Oelrichs, millionaire sportsman, has anything to say about it. Mr. Oelrichs, who is a particular friend and chum of Vincent Astor, has just built one of the latest types of "submarine chasers."

The vessel is a 60-foot patrol boat, developing a speed of 35 miles an hour, sufficient to overhaul any submarine, it is said. On the rear deck is a rapid fire gun large enough to put a submarine out of business. Patrol boats of this class are being used extensively in the present war and are said to be effective.

BUY AT HOME

It is just as proper for you to patronize your HOME MERCHANT—he assists very materially in the support of your town and deserves every consideration possible from you.

BUT---

—if you HOME MERCHANT doesn't happen to have what you need, or if you want to take a trip to the metropolis of the state for diversion

THEN COME TO
BUTTE AND TO

SYMONS

Montana's Greatest Store.

MONTANA BRIEFS

Lewistown.—Close on 70,000 acres will be available in Fergus county to homesteaders on October 17.

Lewistown.—Fergus county now ranks as a second class county, with an assessed valuation of \$22,518,862.

Wisdom.—The hay crop of the Big Hole basin is the best in years, running about 100 per cent over normal.

Baker.—Extensions which will increase the capacity of the local electric lighting plant three fold are being installed.

Helena.—Mrs. H. G. Carpenter, principal of the Emerson school here, fell and broke her right arm at the wrist Wednesday.

Stanford.—John D. Nelson's large wheat farm, southeast of Stanford, will yield 35 or 40 bushels to the acre. Mr. Nelson also expects to harvest a carload of flax.

Belgrade.—A stock sales yard is being established here by Col. Brown, a leading auctioneer of Gallatin county. He expects to conduct livestock sales here at regular intervals.

Lewistown.—Despondent over the loss of some of his stock, Robert Fisher, rancher, formerly of Helena, hanged himself from a ladder on his brother's farm in Fergus county.

Conrad.—J. D. Mitchell, a representative of the Tri-State Rural Credits association, of Billings, has been arrested here, for selling stock in a foreign corporation without license.

Miles City.—Mrs. Mary Ramey, 93 years of age, is the oldest voter in Custer county. S. G. Hodgkiss, aged 86, is the oldest male voter. He cast his first vote for James Buchanan for president.

Forsythe.—H. Beeman and E. S. King are erecting silos on their farms near Forsythe. The silo is new in this section, and the two now under construction will be the first to be erected here.

Helena.—R. C. H., a Helena harness horse, until recently the property of Ripley C. Hoffman, is winning laurels and money on eastern tracks. R. C. H. went a mile at Hamblin, Minn., recently in 2:07 1-2.

Conrad.—The largest crop ever raised in this section is being harvested. Threshing has started in many places. Where winter wheat was frozen out spring wheat was planted, and fine returns realized.

Billings.—Dr. M. J. Bell has received a 60-horse power Curtis biplane from Duluth. The machine was used for a time by Harry Webster, a Billings aviator who is now with the British flying corps in France.

Glacier.—More than ten thousand people visited the Glacier National Park from June 1st to August 29th, this number being in excess of last year, when so many people visited the west coast expositions.

Plentywood.—Non-partisan leaguers of North Dakota have commenced a campaign of organizing in Sheridan county. It is said that 40 operators, in as many automobiles, will be placed in the county, with the idea of completing the canvass within 30 days.

Billings.—Edmund J. Williams, a Billings boy, is with the United States expeditionary force recently rushed to Santo Domingo to protect the American legation during the revolt against President Jimenez. Williams is with the marine corps.

Billings.—The Yellowstone Packing company has offered a prize of \$50 in gold, fresh minted from San Francisco, to breeders making the best showing in Poland China, Duroc, Jersey or Berkshire litter of sow and six pigs at the Midland Empire fair, September 18 to 23.

Baker.—Natural gas for heating purposes is one of the possibilities of the immediate future. Gas was struck in the well of the Montana Petroleum company about six months ago. The well is situated about half a mile from the center of the town, and a company has been formed with the idea of supplying the town with gas for fuel and lighting.