

# DODGE BROTHERS MOTOR CAR

It will interest you to scan the specifications, item by item and see if you can conceive how the material, the design, of the manufacturing process could be improved.

You will find such vital parts as the springs and the gears made from **Chrome-Vadium Steel**; drop forging and drawn work are used exclusively instead of castings; the rear axle, of the finest full floating type; the upholstery, real grain leather with curled hair filling; Eisenmann water proof magneto; Timkin bearings thru-out; S. R. O. ball bearings in clutch and transmission; a 30-35 horse power four cylinder motor; electric lighting and starting, etc.

The Wheelbase is 110 inches.

The price of the car complete is \$785.00 f. o. b. Detroit.

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## For Women

Footwear that you might expect to see in the most exclusive fashion centers are here for you. Many styles and prices that will attract any purse.



## For Children

Mothers will be fortunate in finding here the famous Selz Waukenphast Jr. footwear. It is the product of the most scientific designers of the age—men who know the human foot and the need for proper development of a child's feet. Room for five toes.

**Jacobson Bros.**

## HOW MANY MILES OF ROAD HAVE WE

Washington, D. C.—The United States Department of Agriculture is now gathering information which, when complete, should not only give the total mileage of public roads in the United States and their cost, but should serve as a basis for estimating the relative value of the different kinds of highways. Some 15,000 sets of inquiry blanks have already been distributed through the state highway commissions, and some of these are now beginning to come back to the Department. Each set consists of four cards.

Of these the first asks for information on the mileage of different classes of roads in the country to which it is sent. The mileage does not include, of course, streets in cities and towns. The roads are divided into 10 classes as follows: brick paved, concrete, macadam with the addition of some substance such as asphalt, oil, or tar, plain macadam, gravel shell other hard surfaced roads, sand and clay mixture properly graded and drained, ordinary earth roads properly constructed, and, finally, unimproved roads.

The second card asks for information in regard to the tax rate for the roads and the amount of work and money expended on them.

The third blank is concerned with the names of local road officials, and the fourth with the facts in regard to the bond issues and the indebtedness of the counties for their road systems.

As there are approximately 3,000 counties in the United States, in many of which the mileage has never been even estimated, it is hardly probable that this preliminary survey will be exact. The department, however, will be able to detect any excessively inaccurate reports for the road mileage per square mile of territory does not vary excessively. Except in desert or undeveloped country less than half a mile of public road to every square mile of territory is rare, while in the most thickly populated rural sections the maximum is no more than 2 1/2 or three miles. Thus in France, there is an average for the entire country of 1.76 to a square mile. In Italy, however, this has fallen to .86, possibly on account of the mountainous character of much of the peninsula and of Sicily and Sardinia.

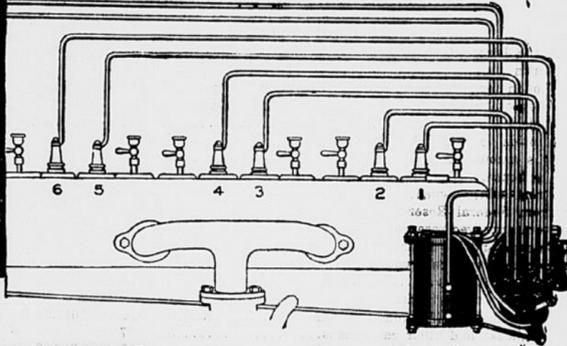
In America the average is approximately .80 miles, which, in view of the fact that much of the country is sparsely settled, seems unduly high. An explanation however, is to be found in the fact that in many states the law provides that each section line shall be public road. Thus, for example, there are in the State of Iowa alone more than 104,000 miles of legal highways, manifestly a much larger mileage than is required by traffic.

When the information in regard to the existing roads which the Department is now seeking is complete, it is the intention to continue the inquiry year after year in order to ascertain the durability and economy of the various kinds of highways. The data thus collected should be useful to road engineers all over the country and it is hoped that the county agents and others interested in improvement of agriculture will do their best to facilitate the collection of the desired information.

## HE SOLD THEM ALL RIGHT

We have some respect for a smooth young man, who, finding himself without funds and stranded in a South Dakota town, did not wire home for money, but, on a capital of a dollar, went into business for himself. He brought absolutely nothing into the town but the dollar. He left with quite a bit of money. It is a pretty little study in economics. He was broke—almost. A hotel bill stared him in the face. He was too proud to wire home for cash. So he determined to earn some. He went to a printer and had him make him up a lot of labels for a wonderful "furniture polish." He stood off the printer and with his dollar purchased a gallon of machine oil and some pint bottles. He bottled the oil, pasted the labels and started out. He was well dressed and a good talker. He offered to polish any article of furniture free for any lady upon whom he called. He did a good job in each case and was entertaining. The price of the wonderful polish was 50 cents a bottle. He sold his first gallon of oil for \$4.00. With the money he paid the printer, bought more oil and bottles and kept on until he had worked the town. Then he left, paying for everything. After he had gone a druggist and a

## How Studebaker cars are built — Ignition



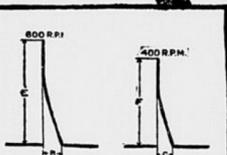
## SURE steady firing at any speed

Magneto? No, sir! Better than that—the Studebaker-Wagner Electric System that's built to order for Studebaker Cars. Lots of cars, of course, are still using magnetos. But study of the leading cars at the Auto Shows disclosed that more than 52% of the high-grade cars are using a battery-ignition system.

And the reason is simply that electric-system ignition is better than the magneto. When the motor is turning fast, the magneto is satisfactory. But the minute you slow up on a grade or in city traffic the energy developed by the magneto weakens—and that is just when you need ignition energy most.

For when the motor is running at low speeds and the charge is highly compressed, it takes a hotter spark to fire it. And that's why Studebaker is using this battery-ignition system, which is not only simpler but MORE RELIABLE, because it insures maximum voltage at low speeds as well as at high speeds.

It guarantees SURE, steady firing. For the storage battery is ready to deliver the maximum voltage at all times. The motor doesn't skip or miss at low speed. And it PULLS steadily and tenaciously ALL the time the car is moving. Guarantees the CERTAINTY of operation that a man looks for in this car



The oscillograph shows the energy that is developed by a magneto or other firing system and how it varies when the speed of the motor varies. This illustration is a record showing the variation in the energy of a magneto when the motor was turning 600 times a minute and 400 times a minute.



This illustration shows what the oscillograph said about a storage battery ignition system at the battery ignition system at the same speeds as above. At 400 revolutions a minute the energy produced was equal to that at 600 revolutions of the motor a minute. That is why a battery-ignition system is much better than a magneto—it is DEPENDABLE at all speeds.

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Studebaker FOUR . . . 985  
Studebaker LIGHT SIX . . . 1385  
Studebaker SIX, 7-passenger, 1450  
F.O.B. Detroit

Because it's a **Studebaker**

But why not come in and look over this Studebaker ignition system on the car itself. Like to show you the simple wiring system and all the details. Like to have you see the car, too, and know the convenience and the COMFORT and the safety that's built into it. And we'll gladly arrange for any kind of tests you like—hills, roughest roads, anything. Will you phone us? Or if you can't see me, write for our booklet on the Studebaker Electric System.

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Devils Lake,

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## GIRLS WHO NEVER SAW A HOG

Inquiry following a humorous incident shows that nearly 200 girls in various Kansas City high schools have never seen a live hog. It had been related that a high school girl recently went to the country and seeing a pig run across the yard, asked what animal it was. On receiving the information that the scamping beast was a hog, she exclaimed, "Why it has hair." This led to an inquiry on the subject and a canvass of all the high school girls in Kansas City showed that some 200 marriageable girls of the second live stock market city in the world had never seen a live member of the porcine family.

## DR. DREW GOES TO CHICAGO

Dr. G. F. Drew left Saturday for Chicago, where he will enter one of the large hospitals, where he will take a post graduate course in eye, ear, nose and throat diseases. Dr. Drew is recognized as one of the leading specialists in the state, but believes in keeping abreast of the times, and goes to Chicago where he will study until about June.

## SEVILLA OPENS FOR BUSINESS

The Sevilla hotel under the management of proprietor Roy LaShelle, has opened for business, the first Sunday dinner was served last Sunday and was highly pleasing to the patrons of this hotel. Henry Roehm, who was chef of this popular hotel for fourteen years is back at his old position and this is sufficient evidence that the culinary department will be up to the standard at all times.

## VAGSTAD OFF ON LONG TRIP

Mr. and Mrs. Martin Vagstad left in their auto the latter part of the week for an extended trip through eastern North Dakota and Minnesota. They will drive as far as St. James, Minn., and visit different points in that vicinity. They expect to be gone for a couple of weeks.

## NEW STATES OUT OF OLD

Petitions are out in Washington, California, Idaho and Texas to divide the commonwealths and to create three new sovereign states. In Wash., it is proposed to take the twenty counties lying in the Columbian basin east of the Cascades, add to them the narrow northern end of Idaho and form the new state of Lincoln. In California the promoters of the enterprise advocate the deletion of the southern third, allowing it shift for itself, and the Texas senate has looked with favor upon a project to allow the Texas the Texas panhandle to start a menage of its own.

## LET US KILL

While the English and the Germans and the Russians and the French Are puttin' one another in a pile, Let us build ourselves a murderous and death preservin' trench And do it in Americano style. While the Triple guy is hurlin' holy lead into the Twin And the Twin is hurlin' Pb back at him, Let us all pua on our armor and go in the fray to win, Let us fill our ditch of death up to the brim. While the European warrior is killin' one or two, Let us take a million lives and never sigh; While the European warrior does the best that he can do, Let us arm ourselves with SWAT and kill the fly.

## THE PARABLE OF THE TIGHT WAD

And it came to pass that a certain man did fail to pay to the elders of the church any part of his tithes for the living of the minister. And the deacons, going to him, spake words of praise about the weather and in the end hinteth that the Lord loveth a cheerful giver. But he of the tight wad fell to railing, saying, Not a jitney will I do in, for behold, a year hath passed and not once hath the preacher tarried at mine house to call. And the deacons, reporting these to the preacher, heard him say: It is even so. I have failed in my duty. I will make amends. And behold, in the next twelvemonth the preacher goeth out of his way four times to call upon the man and to speak words of kindness and cheer. And when the time had come again to chip in and it was seen that this certain man had not worked through with his bit, the deacons waited upon him with their mitts extended. But he laugheth and waggeth his head and sayeth, Nothing is being done. Behold, did I not board the preacher and his horse enough to make up my share of his stipend? Even so. And the deacons, returning, meditated upon the length of the way to Tipperary.

## STRAWBERRY PLANTS AND RASPBERRY BUSHES FOR SALE

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Jack Borless.