

RAMSEY COUNTY CENSUS RETURNS

The following are the census returns of Ramsey county as shown by the various assessors of the county. These returns show the population of each township, village and city, and the total population of the county. These statistics are furnished us by County Auditor J. A. Kramer.

Township	No. of people
Lillehoff	329
Laurton	303
Newland	284
Highland	281
Bartlett	295
Hope	190
Newure	206
Triumph	175
Fancher	297
Prospect	285
Odessa	216
Stevens	246
Ontario	321
Nauman	209
Calo	162
Overland	233
Northfield	371
So. Minnewaukan	158
Minnewaukan	343
Morris	200
Cleveland	169
Sullivan	179
Royal	242
Lake	399
Freshwater	238
Webster	311
Bergen	205
Pleasant	210
Grand Harbor	271
Dry Lake	203
DeGroat	222
Norway	217
Goulee	360
Irvine	131
Village of Brocket	214
Village of Lawton	216
Village of Bartlett	106
Village of Edmore	403
Village of Crary	330
Village of Starkweather	262
Village of Church's Ferry	363
City of Devils Lake	4518
Total	15,063

INEQUALITY OF MEN

Widespread misinterpretation of the truism: "All men are born equal," is at the bottom of much of the plausible casuistry with which the propagandists of socialism mislead many of their hearers. Equal in the sense of human, spiritual, social, and political rights, yet there is no fixed or static level of equality in the native equipment, opportunities or environment of humanity.

The cobbler who fashions a last and builds a shoe upon it, is a producer. But so, too, is the man who plans and projects a great factory in which millions of better shoes can be swiftly made at less cost to the multitudes who wear shoes but cannot make them. A farmer who creates a ton of grain is also a producer, but so are the men and institutions that create markets, afford the means of transportation and supply the systems of credit, security and exchange which constitute the essential fluidity of commerce.

And it is this very diversity in the equipment, talent, scope of men which rounds out and harmonizes the symmetrical progress of civilization. "The world owes every man a living," shouts the agitator of social unrest, forgetting the one immutable law of Nature—that inevitable statute of compensation. It is for the individual hindered only by his incapable limitations or stimulated by the extent and splendor of his endowments, to work out his own salvation, to earn what he gets, to deserve what he takes.

Not all values are measurable in money or chattels, nor is there any uniform scale of prices in payment for the products of the mind as compared with the products of the hand. If we fulfill our best destiny, we are all producers, each according to his ability and zeal in service. There is no wisdom or efficacy in the discontent of envy, but the discontent of right ambition, of high aspiration, of just emulation, is divine.

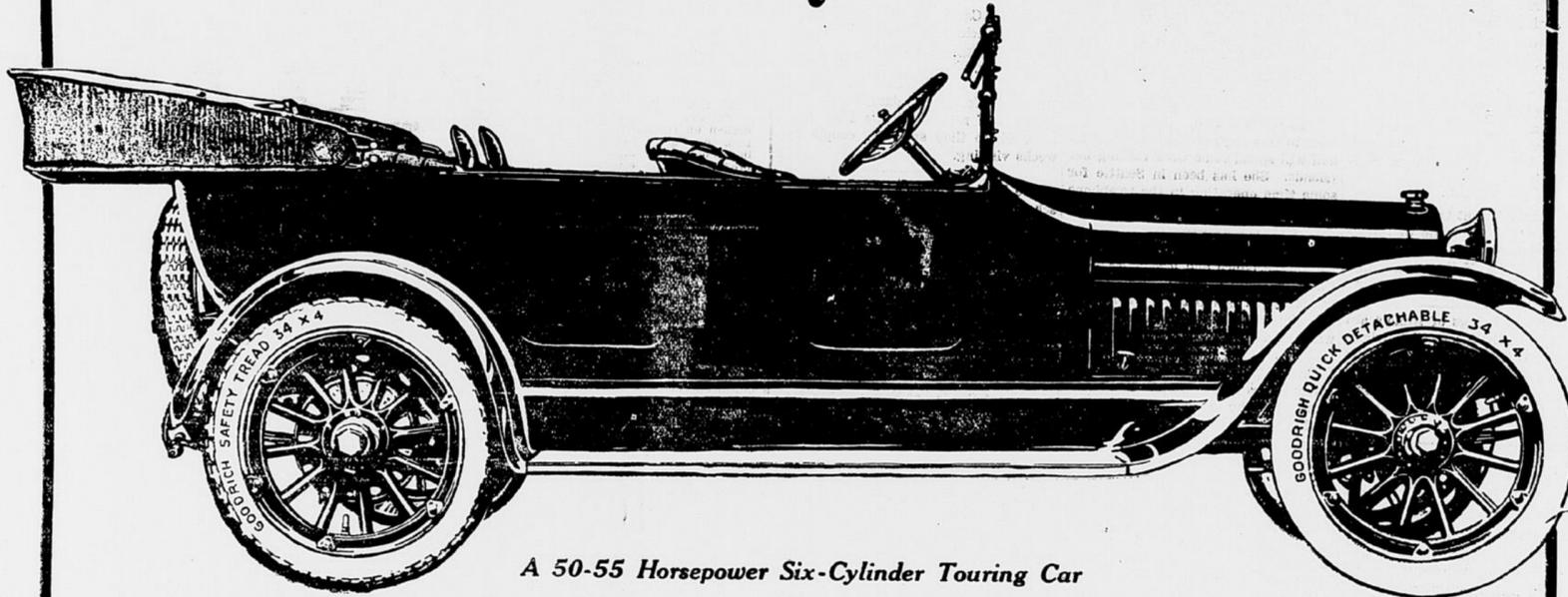
In both the wide and intimate view of things, it is providential that we are not all alike, or equal, or fashioned in the same mould. And as for the rewards and punishments of the cosmic scheme and punishments of the cosmic scheme, George Ade put it whimsically: "If it is coming to you, you will get it sooner or later."

I have put on a bus to meet all trains, and if the same receives sufficient patronage to justify I will continue to run it.

A. D. TUTTLE.



The 1916 Studebaker Six-Fifty \$1050



A 50-55 Horsepower Six-Cylinder Touring Car

1. The most powerful six-cylinder car ever offered at less than \$1450.
2. The first six-cylinder automobile, at less than \$1450, finished as Studebaker finishes it, with twenty-five color and varnish operations, and upholstered with Number One, hand-buffed, straight-grained leather.
3. The first six-cylinder automobile, at less than \$1450, in which so many of the vital parts are made of high-grade chrome nickel and chrome vanadium

steels, and which is equipped with the highest grade full-floating axle and with thirteen Timken bearings.

4. The first six-cylinder car, under \$1450, in which the standards of accuracy, inspection and workmanship are equal to that of the highest priced cars.
5. The first six-cylinder car, under \$1450, that so completely measures up to every essential quality point which goes to make up a high-grade car.
6. The largest, roomiest, most comfortable automobile in the world at its price

Studebaker sets a new price for high-grade medium price automobiles

The announcement you are reading now, July -----, 1915, is one of the most significant automobile advertisements ever published. It marks the beginning of a new epoch in motor car value. It means that from now on cars of genuine quality will be offered to the public at a price of from thirty to fifty per cent lower than ever before.

Yet in establishing this price Studebaker did not set out to manufacture a low-priced car; it did not set out to compete with other manufacturers merely on a price basis. It set out to build, first and foremost, a car as essentially good as a car can be built, let the price be what it might. You have a year to test the truth of this statement, and Studebaker knows that you will find it true.

- First: Volume of production.
- Second: Concentration on only two chassis.
- Third: The manufacture by Studebaker of nearly all its own parts.
- Fourth: Great engineering and manufacturing advantages.
- Fifth: The development of really wonderful manufacturing economies.
- Sixth: The development of manufacturing machinery, which effects great saving in labor costs.

That the price happens to be low is due to these facts:

The Striking Points in Studebaker Specifications

An L-head cast en bloc motor of steel iron alloy. The valves enclosed in a noiseless dust-proof chamber. The clean-cut accessibility perfectly developed, and the ratio of power to cylinder size as high as modern science can develop: 3 1/4" bore 5" stroke.

Studebaker-Wagner refined and simplified electrical system, proved positive acting and always dependable through four years of continuous success.

Studebaker full-floating rear axle made stronger than ever before, completely equipped with Timken bearings throughout.

Radius rod drive relieving the springs of all strain save that of carrying the passengers.

Special Studebaker triple heat-treated springs, full 52" long, shackled at both ends, three-quarters elliptic, and underslung—both models.

Beautiful crown fenders of heavy gauge steel, with all fastening rivets concealed.

Running boards clear, and entirely covered with beautifully paneled and corrugated aluminum.

Superb body finish of the rich, deep Studebaker dark blue, striped with pure white; running boards and fenders lustrous jet black enamel. wheels dark blue and striped with pure white. All upholstery work done with Number One genuine, hand-buffed, straight-grain leather, semi-bright enamel finish.

Metal parts of the car nickel-plated, or white metal finish; dark metal parts enameled with rubber jet finish.

Wide open doors, fitted with very simple concealed hinges and fasteners: lined with leather, and containing receptacle pockets.

EQUIPMENT: Silk mohair top and top cover. Built-in rain-vision and ventilating wind-shield. Stewart-Warner magnetic speedometer. Battery indicator. Locking tire carriers at rear with extra rim. Oil pressure gauge. Magnetic gasoline tank gauge. Beautifully molded head-lights, speedometer lamp and tail light. Electric light and ignition switches conveniently placed on cowl with locking device.

SIX-Fifty Models

Three-Passenger Roadster	\$1000
Seven-Passenger Touring Car	1050
Three-Passenger Landau	1350
Four-Passenger Coupe	1550
Seven-Passenger Limousine	2250

On Exhibition at

HALEY & HYLAND

Devils Lake, N. D.

FOUR-Forty Models

Three-Passenger Roadster	\$ 850
Seven-Passenger Touring Car	885
Three-Passenger Landau	1185

Commercial Cars

Fancy Body Delivery Car	875
Express Body Delivery Car	850
Station and Baggage Car	875

F. O. B. Detroit

Studebaker Corporation of America

South Bend, Ind

Walkerville, Ont.

Detroit, Mich.