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## SERIOUS SITUATION CONFRONTS EVERY SECTION OF NORTHWEST

### Haste in Threshing Wet Grain to Reach Early Market, in View of Apparent Shortage, May Result in Great Losses.

Car shortage has begun to loom like a spectre over the Northwest, and elevator men and grain buyers are expressing anxiety over the situation. More than the actual lack of transportation facilities are involved in the predicament that threatens to dim the glories of an immense bumper crop. The fear of a car shortage has spread hysteria among the farmers, and grain buyers fear overzealousness on their part to thresh and deliver grain early before the big rush starts, may lead them to deliver damp wheat.

Rainy weather for the past month has seriously hampered the harvest, and much grain has been cut that is damp, and some that is slightly green. There has not been much chance for grain to thoroughly dry in the shock, and the fact that threshing has begun with wheat in such condition is causing considerable uneasiness among the buyers. Elevator men point out that if wet grain is delivered, and they are compelled to hold it in the bins for any length of time, which seems likely in view of the apparent shortage of cars, it will heat and cause great loss, not only to the farmers, but to the buyers and financial houses.

J. W. Widdifield, of Leal, who has closely observed the heavy crops this year, made a study of the car shortage problem and computed the capacity of the elevators in conjunction with the gigantic yield of grain, was in the city yesterday and expressed an opinion that the situation is serious and disappointment can only be averted by all shippers helping to furnish empty cars to empty the bins.

"Many farmers and probably some of the buyers have overlooked the wet grain feature in their enthusiasm over the big crop," said Mr. Widdifield. "Unless the farmers take notice and thoroughly dry their grain before delivery, we are all going to suffer. The rainy weather, which has held the harvest back and the threatened car shortage, seems to have brought on undue haste in threshing. Of course, we can hardly blame them for wanting to market their grain as soon as possible, and this is one feature they no doubt have not observed. The elevators of the country will not hold one third of the grain that will be threshed, if we are unable to move it as it comes in, and if the farmers do not see that their grain is well dried before it is threshed, we will have just this condition to contend with and we will all lose by it.

"It is to the interests of all shippers to promptly unload cars and make them available for grain use. If the farmers are compelled to suffer losses for the lack of cars, the shippers of merchandise and all other products are sure to feel it later in loss of business. As a rule car shortage could be avoided at crop movement time by all helping to increase the supply. All should pull together."

#### HAS MADE A FORTUNE.

N. G. Scram of Seattle, Wash., a graduate of the Mankato Commercial College six years ago, has made a wonderful success, and attributes it to the training he received at the Mankato Commercial College. He says he is worth \$20,000 as a result of his business training and that there is nothing like a business education if one wants to succeed in life.

Write a postal to the Mankato Commercial College, Mankato, Minn., for their free catalogue and special offer.

ways, through its chairman, Mr. W. A. Garrett, has issued a circular to all industrial traffic managers and commercial organizations urging them to assist the railways in providing empty cars to move the crops. The circular says:

"The time is here for the railways and shippers of the United States to begin active and energetic preparations to prevent a car shortage. The indications are that if they do not begin such preparations at once they will be confronted next October with the worst situation that has existed since October, 1907, just before the panic. No railway man or shipper needs to be told what that situation was. None needs to be told what was the condition in the preceding fall and winter of 1906-1907. Railway facilities were inadequate to move the business; yards and terminals were congested; and heavy loss to the railways, the shippers and the public resulted."

After quoting car statistics covering the preceding four years, Mr. Garrett concludes:

"In these four years the reduction in the net car supply between the third week in July and the third week in October varied from 128,540 to 248,755 cars. On July 18, 1912, the surplus was 75,389, and the shortage 6,467, making a net surplus of 68,922. Therefore, if the reduction in the available car supply between July and October, 1912, be only equal to the smallest reduction that has taken place in the same period in any of the preceding four years, viz: 128,540 cars, we would be confronted on October 25 with a net shortage of 59,618 cars. If the reduction in the available supply of cars should be as great as it was in 1909, we would face on October 25 a shortage of 179,833 cars."

"The situation created by even the smaller of these shortages would be appalling and the resulting losses suffered by all commercial, industrial and transportation interests enormous. "The railway managers are doing, and will do, everything that they can to provide for satisfactory handling of traffic. The managers, however, cannot do everything. If the bad situation now threatening is to be averted, they must have the hearty support and co-operation of the shippers and consignees of the country. The shippers and consignees can give such support and co-operation in at least two ways:

"1. By moving all the lumber, coal, cement and other freight that they can within the next few weeks, instead of delaying and throwing it all on the railways when they are staggering under the crop movement. Mr. Frank T. Bentley, traffic manager of the Illinois Steel Company and the Indiana Steel Company, anticipating a car shortage this fall, recently issued an appeal and warning to all patrons of these companies to place their orders for cement and other commodities early. Much might be gained if the traffic managers of all the large industrial concerns of the country would follow Mr. Bentley's example and their patrons would act on the advice given. The commercial organizations of the cities and towns can help greatly by urging their members to move all goods as early as possible.

"2. Shippers and consignees can greatly help themselves, the railways and all other shippers and consignees by loading and unloading all cars delivered to them as expeditiously as practicable. Every time the loading or unloading of a car is needlessly delayed the available supply of cars is needlessly reduced; and no shipper has any right to complain that he is not furnished enough cars if he is by his own acts needlessly and wrongfully reducing the available supply of cars. Commercial organizations cannot render a better service to their members than by urging on them the need for prompt loading and unloading. Cars are furnished for transportation, not for storage; and every one used for storage reduces the number available for transportation.

"3. Shippers can help greatly by loading all cars to as near their capacity as practicable. The more freight there is loaded in each car the less cars will be required to move all of the freight.

"There has been a great deal of talk in recent years about the need for better co-operation between railways and shippers. Here is a matter regarding which they can heartily and energetically co-operate to the very great gain of both."

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### State Board Fixes Realty Assessments

#### VALUATION OF FARM LANDS, CITY LOTS AND STRUCTURES IS \$7,357,182.

The assessed valuation of all real estate in Barnes county as fixed by the State Board of Equalization today is \$7,357,182, an increase of \$30,183, compared with the assessment of 1911. The only change made by the board over the county assessment was on the valuation of structures on farm lands, which was raised from \$426,609 to \$447,939, an increase of \$21,330 or 5 per cent.

R. B. Cox, chairman of the board of county commissioners, and C. W. Nelson, County Auditor, appeared before the State Board of Equalization in Bismarck in behalf of the county, and succeeded in keeping the assessment as fixed by the county, with the exception of valuation on farm structures.

The increase in acreage represents the additional farm land added to the state through final proof by homesteaders, and the total increase represents a substantial and natural increase in all valuations.

The following table compares the assessments on real estate this year with the year 1911:

Acres in county.	1911	1912
Assessment per acre	\$ 6.05	\$ 6.08
Assessed valuation of farm lands	5,672,176	5,704,760
Assessed valuation of structures on lands	447,207	447,939
Assessed valuation of city and village lots	521,768	542,252
Assessed valuation structures, city and village	686,848	662,231

Total assessed valuation real estate \$7,327,999 7,357,182  
The State Board of Equalization has not yet fixed the personal property assessment.

### Chief Swanson Plans Big Surprise Party

#### HAS NOVEL SCHEME FOR RIDING CITY OF UNDESIRABLES DURING HARVEST.

It is not quite fair to tell all about a surprise party a host is preparing, but Chief of Police Swanson is planning such a big event in the near future that the secret has leaked out. Just as soon as the hum of the threshing machine is heard in all directions a personal request will be made of all idle men in the city to go into the fields and learn what all the noise is about. Those who decline the invitation or ignore the request, and at the same time insist on remaining in Valley City without performing useful labor, will be provided exceptional entertainment. The chief has not intimated what this entertainment will be, but intimates that it will be more than a place to sleep and eat.

Just now thousands of men are flocking into the Northwest from the big cities. Most of them are hard workers and have come to the harvest fields for profitable employment. Mingling with this crowd of honest laborers are a number of crooks, thugs and undesirables, whose object is to lie around until the workers earn enough money for them to go after it.

Chief of Police Swanson has mapped out a definite policy to follow during the threshing season, and anticipates little difficulty in getting rid of the objectionable element when it manifests itself.

"We will handle the bad bunch," said Chief Swanson today. "Most of the men coming here are good, hard working men and just as soon as the threshing is in full swing and the harvest at its height, they will be found in the fields. Those who remain in the city do so for no good purpose, and they will be required to either go to work or get out of town."

#### SHERIFF GOES AFTER PRISONER.

(From Thursday's Daily)  
Deputy Sheriff Kelly left today for Warren, Minn., to bring back H. J. Sulton, an agent for the Northwest Nursery Company, who was arrested there at request of local authorities, on a charge of obtaining money under false pretenses. It is said Sulton manipulated his orders so that he would benefit to an extent that exceeded his allowance.

For soreness of the muscles, whether induced by violent exercise or injury, there is nothing better than Chamberlain's Liniment. This liniment also relieves rheumatic pains. For sale by all dealers.

## WORLD MOURNS DEATH OF GEN. BOOTH, HEAD OF SALVATION ARMY

### Thousands of Messages and Letters of Sympathy Sent to Headquarters in London---Eldest Son to Succeed Late Commander.

Special to The Times-Record.

London, Aug. 22.—Thousands of letters of sympathy with them in the loss of their leader, General William Booth, were received by the Salvation Army heads.

Several rulers of nations and scores of men and women, world famous in many different lines, expressed their grief at the general's death and their appreciation of his greatness.

That the general's son and chief of staff, Bramwell Booth, will succeed his father other Salvationists consider a foregone conclusion.

The will in which the dead commander many years ago told his lawyers he had named the individual to whom he wished to bequeath his baton will be opened very soon, as it is important that the break in the Army's leadership be made as brief as possible.

Arrangements are already being made for the removal of General Booth's body from his home at Hadley Wood, near London, to the Salvation Army Congress hall in the London district of Clapton, where it will lie in state for a week before interment, presumably beside his wife at Abney Park, Stoke Newington.

An effort is being made in several influential quarters to have the great Salvationist laid to rest in Westminster abbey, but the abbey authorities,

It is said, are opposed to the suggestion.

#### Considered Religious Outlaw.

As a dissenter and a religious leader along lines which "High Church" England looked on as, to say the least, decidedly unconventional, churchmen generally, while freely conceding his greatness, cannot get over the idea that he was all his life something of a religious outlaw.

Salvation Army headquarters has issued the following official announcement to the Army of General Booth's death:

"Our general has laid down his sword. God is with us."

General Booth left practically no personal estate. Vast sums were contributed to him or earned by him through his writings, but all of it went toward the support and upbuilding of the Army.

His death was directly due to septic poisoning and the shock of an operation for the removal of a cataract from the left eye, but his physician said that really he succumbed to old age and the wear and tear of a long lifetime of incessant work.

It is understood that the day he died a cable message was received expressing the love and sympathy of his son, Ballington Booth, from whom he had long been estranged, but the general was unconscious when it arrived and died without knowing of his son's overture toward a reconciliation.

### Dr. F. L. Wicks Returns From Trip With Bride

(From Thursday's Daily)

Dr. F. L. Wicks returned from a vacation today and surprised his many friends by bringing along a bride. The doctor was careful to say nothing to any of his friends about becoming a benedict before he left, and no one knew that he had such an important matter under definite consideration and arrangement. The bride was Miss Maude Yost, of Somerset, Ohio, where the marriage was performed, Aug. 20.

### Selects Fine Stock Of Fall Millinery

Miss C. M. Lagerstrom returned on Saturday from an extended business and pleasure trip in the east and south. She visited with a brother in Florida also visited at Savannah, Ga., going by boat to New York city, where she spent some time in the big millinery establishments of that city. En route home Niagara Falls, Cleveland, Chicago and the Twin Cities were included in her stop-overs. Miss Lagerstrom will be prepared to show up-to-the-minute styles in ready to wear and millinery this fall.

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