

## Civic Improvement League in Important Session on Saturday

A meeting of the Civic Improvement League was held on Saturday afternoon in the Commercial club rooms. There was a very good attendance. The meeting was called to order at 3:30 by the newly-elected president, Mrs. S. S. Tuttle. Each member present was asked to tell of some improvement that had been made recently in her locality, and it is encouraging to say that the greatest commendation was given to the improvement of the streets, and the making of curbs and gutters of the most up-to-date type.

Mrs. Otto Zetterberg then explained the circulation of her petition for the garbage ordinance and reported that not more than a dozen objected to the signing of the petition. The members all expect a great improvement next year, when the ordinance goes into effect.

Mrs. W. E. Shrum, vice president and chairman of the sanitation committee, reported that we had no law governing the cutting of weeds, also that we had an ordinance regulating the cleaning and removing of outbuildings on property abutting the sewer. Mrs. Shrum urged on a more active interest be taken in the enforcement of the ordinance. Complaint has been given to Mrs. Shrum about the condition of the toilet room at the station. She reported that a new bowl was much needed, and that the station authorities were doing all they could to improve the conditions. She also reported that the children have abused the premises of the station, making it necessary to keep the dressing room locked most of the time. Parents should be more interested in keeping their children from the station, as they may not be aware to the fact that many children are hanging around the station. Mrs. Shrum said in her talk that there was a good ordinance for cleaning the walks from snow.

Mrs. Frank White then spoke on the topic of a clean city all the year around, and in her remarks she said that the city could not do all, and that each individual household was responsible for its own lawn. The sidewalks, parkings and gutters, she said, should be kept clean by the property owners. Mrs. White said that Valley City was not a dirty city, but that at present it was very "mussy," and that each individual, with a few days' work, could put the city in very good order. She urged the purchase of many new street cans for paper and rubbish, as there have been none purchased since the league supplied these cans which are now in use, many years ago. Another question Mrs. White spoke on, was the sweeping of the sidewalks in the business district, and that the dirt being swept and taken up by each property owner would greatly improve the general appearance of a whole.

### Municipal Fly Catcher

In some cities the municipal fly catcher is paid by the city, and is given authority to use every means to exterminate flies. We are beginning to have fly-less cities, and we would be glad to see a municipal fly catcher in Valley City. In some of the alleys the big fly traps are needed even at this time of the year.

Mrs. Tuttle, the president, mentioned that in looking over the records, she had found that the league had done much good, and hoped to have a more active interest. She also suggested appointing a committee to score the yards, with the permission of the owners, and spoke particularly of the scoring in the spring, about March, when the yards look bad, and see how many could score perfect.

Delegates were then elected to the State Federation meeting to be held here. The delegates chosen were Mrs. S. S. Tuttle and Mrs. Shrum. The members felt that every citizen was responsible for the improved condition of the city before the Federation meeting next week.

Mrs. John Tracy not being present in making a plea for the patronage of the Woman's Exchange, sent the following report for one week's sales:

- 200 loaves of bread.
- 53 dozen rolls.
- 41½ dozen cookies.
- 30½ dozen fried cakes.
- 47 cakes.

Served an average of 18 lunches a day at an average cost of 20 cents, this not being even an average week, and it will take a better average sale to make expenses.

Mrs. John Ferguson, of Long Prairie, Minn., who was going through the city today in company with her husband, met with an accident which necessitated her being taken to the Riverside hospital. Mrs. Ferguson was riding horseback and the horse tripped and the rider fell off on the curb, and suffered a broken leg. She was taken to the officers of Dr. Macdonald, where she received medical treatment later she was taken to the hospital.

Rev. Willard Crosby Lyon returned to the city on Thursday evening from Hankinson, where he had been attending the three days' session this week of the annual state conference of the Congregational churches. At the conference Rev. Lyon was elected to the executive committee of five of the board of directors, which is the most important committee of the conference and which meets four times a year in different parts of the state.

George Mason left on Saturday evening for Chicago and Waukegon, Ill., after spending the past week in the city at the home of his father, St. Mason. Albert Mason, who has also been making a visit of several days here at his home, left Tuesday on No. 4 for Chicago. Albert represented the Chalmers Automobile company, and has been with them for the past few years.

### SCHINDLER SALE OCT. 7.

The William Schindler sale that is to be held north of Oriska Saturday, Oct. 7, has been well advertised and should be well attended. Mr. Schindler has good offerings and no doubt bargains will be plentiful. He has made arrangements for the comfort of a large crowd and we hope he will not be disappointed.

### FARMERS PAY VAST SUMS FOR LABOR

"The farmers of North Dakota paid \$14,141,640.46 for farm labor during 1915," is a statement issued by T. L. Stanley, of the United States department of labor, co-operating with Commissioner Flint, of the state department.

"This is enough to show the importance of the labor problem within this state, but the serious part of this is that by far the greatest part of the money was taken out of the state by an itinerant class of labor, that left little in return.

"This amount is equal to the value of all the school property of the state for the same year. It is more than twice as much as was expended for the support of the schools of the state. That a systematic means of handling of this labor is an important necessity and that farmers will co-operate in making this one of the important factors in their farm management is evidenced by the interest which has been shown by both progressive farmers in the state and progressive laborers who seek permanent labor herein. Much good will result from such a program if under the direction of the federal government working in conjunction with the state and county farm exchange bureaus. This will bring a more contented, more reliable and permanent farm laborer who will become a great asset to the state and who will be willing to aid in diversified farming."

## How Road and Bridge Expenditures Increase

Washington, Oct. 2.—Rapid increase in total expenditures for roads and bridges, growth of building and maintenance activities under state supervision, and a sharp decrease in the proportion of contributions in the form of statute labor mark the development of highway work in the United States during the past 12 years. These facts are brought out by statistics for the calendar year 1915 recently compiled by the office of public roads and rural engineering of the U. S. department of agriculture.

The total length of public roads in the United States outside the limits of incorporated towns and cities was about 2,452,000 miles on Jan. 1, 1916. Of this, about 277,000 miles, or 11.3 per cent, were improved with some form of surfacing. The mileage of surfaced roads has been increasing at the rate of about 16,000 miles a year, and in 1915 approximately one-half of this increase was made under the supervision of state highway departments. In addition these departments supervised the maintenance of nearly 52,000 miles of main and trunk line roads.

The increase in expenditures for road and bridge work in the United States has been from approximately \$80,000,000 per year in 1904 to about \$282,000,000 in 1915, an increase of more than \$200,000,000. In addition, more than \$27,000,000 of local funds was spent under state supervision in 1915, bringing the total road and bridge expenditures managed by the states to \$305,149,999. This amount is greater than the total expenditures for roads and bridges from all sources in 1904.

The growth in importance of the state highway departments has been rapid. The first of these agencies was created in 1891 in New Jersey and now some form of highway department exists in every state except Indiana, South Carolina, and Texas. Since their inception these departments had expended to Jan. 1, 1916, an aggregate of \$265,350,825 in state funds for road and bridge construction, maintenance and administration. They had constructed over 50,000 miles of roads in co-operation with the states. More than 40,000 miles of these roads were surfaced.

The falling off in the value of road work performed by statute and convict labor was from \$20,000,000 in 1904, when the total road expenditures were \$30,000,000, to about \$15,000,000 in 1915, when the total expenditures had grown to \$282,000,000. This was a reduction from 25 per cent of the total in the former year to less than five and a half per cent of the total in 1915.

An increase in the use of better and more expensive types of roads also is shown by the recently compiled statistics. This development has been due, in large part, to the great increase in automobile traffic. It is estimated that there are now approximately 2 and a half million automobiles in use on the roads of the country, or one car for every mile of road. This present motor traffic is in excess of traffic of all sorts 12 years ago.

The cash road and bridge expenditures of the United States averaged only \$28 per mile of rural roads in 1904. In 1915 this average had grown to \$109 per mile. New Jersey led all other states both in 1904 and in 1915 with \$221 and \$475 per mile respectively. Nevada made the least expenditure in both years—\$3.72 per mile in 1904 and \$17.72 per mile in 1915.

## Three Autos in Bad Spill at Jamestown

Jamestown, Sept. 30.—Three wrecked automobiles is the result of two serious accidents Friday afternoon and evening on the road one mile north of Highland cemetery.

The first accident occurred shortly after noon yesterday when the steering wheel went out of commission on the auto driven by S. E. Portermain. He was traveling about 15 miles an hour when the device went wrong and the car swung into the ditch.

Mrs. Portermain was thrown out and the muscles of her left side were severely strained. Mr. Portermain escaped unhurt. Walter Smith, riding in the rear seat, made an aerial dive and landed 15 feet from the machine. One front wheel and an axle of the car were broken. Failure to have the brakes on the machine in working order is given as the cause of the accident.

The second accident was the collision between the Buchanan and the auto driven by Walter Bohn, which occurred 50 feet from the Portermain mishap.

Thrown violently against the hood of the automobile which her husband was driving when their machine collided with an automobile driven by Walter Bohn of this city, at 7 o'clock last evening near Highland Home cemetery, Mrs. James Buchanan, of Buchanan, was rushed to this city believed to be suffering injuries which would prove fatal, but which proved later not so alarming and which permitted her return to her home.

In the Buchanan automobile party were Miss Stella Johnson and Miss Kelley, teacher in the public schools at Buchanan, and Miss Lillian Zintheo, of Fargo, principal of the public schools at Pingree. With Mr. and Mrs. James Buchanan the three teachers were making the trip to Jamestown for the purpose of getting Miss Stella Buchanan, teacher in the city schools, to return with them to Buchanan to spend the week-end. In the machine driven by Walter Bohn, of this city, and owned by G. S. Bouer, of Melville, were Frank Tony and C. F. Peterson, both of this city. One of the latter party was hurt.

When half a mile north of Highland Home cemetery the Buchanan party noticed an auto in the ditch and Mr. Buchanan showed down his car and called the girls to look to see if there was any one lying on the ground near the car. He saw the approaching car coming at high speed and pulled out of the road to the extreme west side of the road and had almost brought his car to a stop when the approaching car came in sight over a rise and seemingly not under control. The car kept to the road until close to them when it diverged suddenly and struck their car.

The front wheels locked and the car was carried back nearly a hundred feet before Mr. Buchanan's car dropped a front wheel to the ground and turned around. The wind shield was broken, one light and the running board torn off and the front spring broken.

Mrs. Buchanan was thrown violently into the cowl of the car and badly bruised and her temple cut. While her bruises are severe she was able to be up and about this morning. Mr. Buchanan, who was driving, escaped without bruises or injuries.

Miss Johnson was thrown clear of the car, but escaped without injury. Misses Zintheo and Kelley were thrown to the bottom of the car and fortunately escaped injury.

Banker Andrew McKay and wife, of Pingree, came along at this time in their car and took Mrs. Buchanan and Miss Kelley to Jamestown, where Mrs. Buchanan's injuries were attended to at once. Soon afterwards Mr. Cooty and Fred Stark, of Jamestown, arrived in Mr. Cooty's car and took the remainder of the party to Jamestown. Later Mr. Stark drove Mr. and Mrs. Buchanan and party to their home at Buchanan.

### BALFOUR MAN'S HAND IS MANGLED IN SILO CUTTER

Balfour, Oct. 3.—W. I. Miller had his hand badly lacerated while helping Martin Meyer fill his silo. Mr. Miller was cutting bands and feeding the cutter, when the man pitching to him accidentally struck his arm with a fork and his hand was pushed into the machine and pulled into the cutter. The machine was stopped as soon as possible, but not in time to save Mr. Miller's hand from being badly cut and mangled. Three of his fingers were all but amputated, and the hand was otherwise bruised and cut.

### MET WITH PECULIAR ACCIDENT

James Boyle, living on a farm near Balfour, was the victim of a peculiar accident. He was leading a cow when he noticed a coil entangled in the fence. He tied the cow to the gate and went to extricate the coil. On his return, in crawling through the bars of the gate, the cow giving way and catching Mr. Boyle. Owing to the lower bars giving way, he was prevented from being crushed to death, but as it was, suffered several fractured ribs and internal injuries.

## Notes for Women League Will Meet in Valley City

The annual meeting of the North Dakota Notes for Women League will be held in Valley City Friday, Oct. 13. Mrs. Walter McNab Miller, of Missouri, first vice president of the National Suffrage association, will be the speaker of the evening.

Mrs. Miller is a charming southern woman and to hear her speak will be a pleasure.

## Fire Marshal Writes About Fire Prevention

Office of Fire Marshal, Bismarck, N. D.

Oct. 5, 1916, has been set apart by proclamation of Hon. L. B. Hanna, governor of our state, as Fire Prevention Day, and those of us who are engaged in fire prevention work know what a great benefit it would be to all our citizens if they would take heed of this proclamation, and if not convenient to devote a whole day to the matter of fire prevention, at least a portion of the day to the inspection of their places of business. Every home, be it ever so humble, and this applies to the rural districts, including farm houses, barns, granaries and all other buildings, should have a general cleaning up, and as the long, cold winter is about to come upon us, look over the stoves and heating plants, carefully inspect the pipes leading through partitions and walls and thorough inspection of chimneys and flues. REMEMBER THIS, that during the year ending June 30, 1915, the fire loss reported to the fire marshal's office given as the cause "defective chimneys" alone amounted to over \$192,000.00.

### Prevention Continued

The best authorities we have in the United States give us the startling information that from 65 to 71 per cent of all fires occurring within a year are easily preventable. Just think that over, Mr. Citizen, and harken to this! Much has been said, and much is yet to be said by all statesmen about preparedness, and the same has been discussed by every citizen of our republic. A great amount of money, almost too great to be comprehended by the individual, has been appropriated for preparedness. The annual fire losses per annum in these United States States amounts in round numbers to something over 250 millions of dollars. Add to this the 315 millions appropriated for preparedness and you will see that the amount is about 600 millions, and then ask yourself what share of this amount falls on you.

Why should we spend so much money and human force and energy in fighting fires after they have been started? Why not give more attention to preventing them? This department could cite hundreds of instances of bringing some particular case to the attention of the public. But why should not we, as men and women, grasp this great question that causes such loss of life and property in our own state and enter with a heart into the active study of fire prevention. The children in the school can be made a great factor in the prevention of fire. They are apt, aggressive and earnest, just as soon as you prove to them the worth of their efforts.

One city in this state, during a given period, gives each pupil in the city school a slip of paper with a dozen questions as to the best method of preventing fires, and each child that returns the slip with at least five or more questions answered by himself and signed by his parents receives a free ticket to a good moving picture show. Some of our older ones could learn lessons from these little slips of paper if we were to consult them.

### Fire Departments

Encouragement should be given to our small city and village fire departments, but, we are sorry to say, just the opposite sometimes exists, and in some of the small cities and villages the governing body is found hostile to the fire department up to the time their property is endangered by fire, and for the time the volunteer firemen, who by the way, have no property interest in the same, come forward and in many instances proves himself a hero. You have seen it yourselves many times. Encourage the local fire department. Some fire department headquarters in some of our small cities and villages are a disgrace. The city in many instances has both a day and night man on the payroll who has a hard time to put in his time. They should keep this most important branch of the city or village government in good shape. See to it, Mr. Citizen, that your fire department stations and equipment are in good repair and well housed. This is fire prevention.

Great care should be exercised in places where oils and gasoline come in contact with old rags, waste or absorbent material. Numerous instances might be cited where fires have started in homes just after the floors had been oiled, the origin in each case having proven to be the mops or cloths which had been used to apply the oil and then deposited in a closed closet or corner, where they ignited.

The railroads in our state are doing much to prevent loss of life by accident and fire by their "safety first" movement, yet a few mornings ago the writer discovered a fire being started in a stove in a railroad depot by one of the employees pouring oil from an open receptacle into the stove to start a fire. This was not "safety first."

It should be a reflection on a man's business ability, whether he be a business man or farmer, to have to be warned to clean up and remove hazardous conditions so as to lessen the danger from fire.

### Doors to Open Outward

Our laws provide that all doors shall open outward (see the law) yet countless school boards and others charged with enforcing the laws of our state deem it an intrusion on their rights when they are notified to change the doors so as to comply with the law. Again I ask, is this fire prevention?

See to it that the above law is fully complied with so that we may feel that we have done our very best to make the lives of others safe.

### Fourth of July

Owing to the great stress laid upon fires and explosions occurring on this, our greatest national holiday, and by

## Paulson Withdraws as Aspirant for Judgeship

### MINOT MAKING IMPROVEMENTS

Minot, Oct. 3.—Contracts for public improvements in the city were let by the city commissioners at their session last night aggregating a total of \$33,276.37. These include the erection of the white way for 121 additional posts, water mains, storm sewers, street grading and cement gutter construction.

## Committees to Meet to Discuss Year's Plans

Next Tuesday evening each of the state committees of the State Federation of Women's clubs will meet at dinner and discuss their plans for the coming year. Following are the names of the committees, and the places at which they will be entertained: Literary and library committee, Mrs. J. Van Houten; conservation committee, Mrs. Robert Anderson; legislation committee, Mrs. L. S. Platon; civics committee, Miss Winsted; landmarks committee, Mrs. D. S. Ritchie; industrial and social conditions committee, Mrs. L. B. McMullen; educational committee, Mrs. W. M. Wemmett; art committee, Miss Deem; music committee, Mrs. Anna Sternberg; health committee, Mrs. S. A. Zimmerman; home economics committee, Miss Nellie Farnsworth; "Ex" club, Mrs. Frank White.

### WITHDRAW GUARDS FROM CARS

New York, Oct. 3.—Satisfied that there is little further danger of violence in the subway as the result of the street railway strike, the police department today withdrew all policemen from strike duty on underground trains. Similar action will be taken regarding elevated trains as soon as the police routed the small bands of strikers and sympathizers who bombarded trains from roof tops in the early morning hours.

Following the announcement that the police guards were to be removed, three trains were attacked. A bullet clipped a piece from the ear of a passenger.

Miss Margaret Lee, a niece of T. Melvin Lee, of this city, died of pneumonia on Friday, the little girl's death occurring at the home of her grand parents, Mr. and Mrs. Halvor Lee, of Norma township. The funeral was held on Monday afternoon. The little girl was about 12 years of age, and was a very bright and interesting child.

The strict enforcement of our law governing the storage, keeping and handling of fire works, only one fire from such a cause in this state was reported to this department during the past year. To know this must be gratifying to every citizen.

### Insurance

A great many people have arrived at the conclusion that the insurance companies make high or low rates of insurance. Insurance is a commodity which all companies sell. If the insured has a bad risk naturally he must pay a high rate. High insurance rates make for many fires, while low insurance makes for few fires, and insurance companies do not want fires, therefore we, as the insured, should look to the conditions we have around us and see that we pay as low a rate as possible for the commodity, insurance, by practicing fire prevention first.

### The Farmers

The farmers of our state should practice fire prevention. The year just ended shows an appalling increase in farm losses, while most of our cities show a decrease. How many of our farmers have discovered a small blaze caused by some unknown agency, in the roof of his house or barn, and which could have been extinguished by one pall of water and one or two ladders, but none were at hand and the buildings burned to the ground. Therefore it is incumbent on every farmer to provide himself with ladders enough to reach to the very highest point of his buildings and above all keep all waste and oily rags in an enclosed receptacle. This department was called to investigate a fire where the loss was over \$9,000 above his \$4,000 insurance, which was caused by oily waste left in his harness room and which ignited and burned his barn, contents and machinery and three very valuable horses. See to it that you practice fire prevention.

In conclusion this department requests every citizen to help out on Fire Prevention Day in accordance with the proclamation of the governor. Let every housewife look over her home. Remember that cleanliness is an enemy to fire. Let every house owner and business man look in his basement and attic, remove all accumulation of rubbish, clean all back yards and between buildings. Form a committee and go in a body to livery barns and auto garages and ask them to clean up and keep clean.

Talk fire prevention to the child in the home and in the school and the benefits that will accrue therefrom to our state will result in saving much property. Let us all join in safety first in which fire prevention is one of the greatest items. Respectfully,

A. H. RUNGE,  
Fire Marshal.  
By H. L. READE,  
Chief Asst. Fire Marshal.

A. P. Paulson has withdrawn as a candidate for the position of judge of the Fifth judicial district. The following telegram received Wednesday morning from Secretary of State Hall is self-explanatory:

Bismarck, Oct. 4.  
We have received today withdrawal of A. P. Paulson as candidate for judge Fifth district. Omit this name from judicial ballots Fifth district.  
THOMAS HALL,  
Secretary of State.

## Farmer Pays Increase From Eight-Hour Bill

New York, Oct. 3.—That "the farmer foots the bill" for increased cost of railway operation due to the Adamson bill, forced through congress by President Wilson at the demand of the demand of the railway brotherhoods, is the contention of James Wilson, former secretary of agriculture. Mr. Wilson says:

"The farmer pays his help generously, and if it were ascertained after careful and full inquiry that labor on railways was underpaid, he would consent to pay his share of increase, or, if the measures agitating the country were for the purpose of equalizing salaries and adding something for those receiving now too little, the farmers would be content.

"Eight hours a day may be long enough for those engaged in some lines of exacting work. Should this number of hours become general in all occupations, the farm included, the price of food would rise still higher.

"Where will the money come from to pay these increases? The railways get money from the shippers. The large majority of shippers are the farmers. The board having authority to raise or lower rates gave authority not long ago to make increases, stating to the country that certain roads did not have sufficient incomes to pay necessary expenses. If this proposed increase for a few employees, decreed by congress under pressure of the president, is sustained by the courts, what will follow?"

"The farmers are unorganized, unable to restrict their labor to eight hours a day, obliged to sell the product of their labor at prices fixed by the ordinary influences of supply and demand. It is entirely antagonistic to their interests to have a small group of men employed by the railways allowed to fix their way for carrying the produce of the country at the cost of the producers and consumers. The farmers as a class have maintained that the owners of the railways must not be allowed to make a monopoly of carrying, but must permit their charges to be supervised by public authority.

## Jamestown City Dads Order Streets Cleared

Jamestown, Oct. 3.—After a due amount of discussion and consideration, members of the city council went on record at their session last evening as authorizing Mayor H. C. Flint and the city of Jamestown to start work on Main street and clear that street of all obstructions between Fourth and Fifth avenues.

It was declared that the city of Jamestown is open to damage suits for possible injury which might be sustained by pedestrians because of conditions which now exist on the street and which have been there in some form or another for some time. From the action and the sentiment of the members it was obvious that not a member of the council wanted to antagonize, but that this measure was taken for the best interests of the city of Jamestown.

The action was directly aimed at the Herman Nurnberg block, which for more than a year has been in course of construction and during which time various obstructions have been in front of the building and on the streets, crippling traffic to some extent for the large wholesale fruit-wagons using the street and also to pedestrians who are forced to walk over planks. Then, it was also pointed out that city wires and city water there are open to the elements. If the city takes the action and the owner of the property seeks to get a temporary injunction restraining the city from carrying out its policy, it is evident that the city will be precipitated into a law suit.

### ONE MAN FILED 12,000 TELEGRAMS IN ONE NIGHT

New York, Oct. 3.—An example of the pressure put upon the telegraph companies by the recent activity in the New York stock market is the sending of 12,000 telegrams by a member of the curb exchange in the form of night letters to all parts of the United States. The telegrams, filed with the two big telegraph companies Saturday night, are said to constitute the largest single telegraph order ever sent out from this city. The cost is estimated at \$6,000.

You'll always see it first in the Daily Times-Record.