

# MANY GRAND FORKS BOOSTERS TO MAKE MINNESOTA AUTOMOBILE TOUR

### indications are That it Will be Most Successful Junket Made by the Club—Special Entertainment to be Provided by Local Men.

Judging from present indications, the annual Commercial club booster trip, which will be held Wednesday, will be the most successful in the history of such tours. Northwest Minnesota territory is to be visited, and, inasmuch as it is the first time that this section has been included in a Commercial club itinerary, many local business men are anxious to make the trip.

Aside from the entertainment being planned in each place for the local men, special entertainment will be given in each place by the Grand Forks party. Y. Moore is in charge of the entertainment features. Aside from the Grand Forks military band, he is endeavoring to secure a special male quartet, which will sing Grand Forks booster music in each city.

The Grand Forks city motion pictures, which recently have been improved by new views of the court house and business streets, will be shown at Red Lake Falls and Thief River Falls.

The tourists will leave Grand Forks promptly at 7 a. m., so that they can return as early in the evening as possible. Stops will be made at Fisher, Crookston, Gently, Red Lake Falls, St. Hilaire, Thief River Falls, Warren, Alvarado and Oalo. In each place, the band will give a brief concert.

Thief River Falls is the noon control. The party will reach there at 1 o'clock and spend an hour and a half in that city. Following dinner, a meeting will be held in the auditorium, at which time several informal addresses will be given and the motion picture views of the city shown.

Red Lake Falls business men also are planning a special entertainment for the local people. A stop of fifty minutes will be made in that city.

The party reaches Crookston in time to visit merchants and business men before they leave for their annual picnic. The Grand Forks band will give a special concert in front of the Commercial club.

All of the automobiles will be numbered and provided with pennants and Grand Forks literature. The members

of the party will wear linen dusters and white caps.

Special rules have been formulated for the trip. They are:

In order that the party may present a uniform appearance, and thus make a better impression at all stops, each man is requested to provide himself with a linen duster and a white canvas hat. Arrangements have been made so that the duster may be purchased through the committee at a price of \$1.00, and hats at 50 cents each.

All cars will be at the Commercial club at 6:45 a. m., where they will be supplied with pennants, flags, numbers, and the parties that will occupy same will be assigned.

Cars will leave Commercial club promptly at 7:00 a. m.

Formation and order of cars is as follows: Pilot car will lead, official Commercial car second, the next four cars will carry the band. Each car will be assigned a number, and cars will travel in order as designated by their number. The last car will be the official repair car.

No racing or fast driving will be permitted. Speed limited to 20 miles an hour.

The Pilot car will set the pace and no car in the party shall pass the Pilot car, unless it is disabled. If the Pilot car is disabled, then its flag shall be passed to the next car and that car shall act as Pilot car until the original Pilot car resumes that place, which shall not be before the next regular stop.

All cars shall be started by the official starter in the morning and after each stop and from each town, in numerical order as indicated by their respective numbers. All cars must be in line ready for the start, unless disabled, drivers who fail to start when their numbers are called, will forfeit their position in the line and such cars will be assigned positions after all numbers are called by their starter, but may resume their original position at the next regular stop.

In the event a car is disabled on the road, either from tire or mechanical trouble, such cars shall pull out on the right side of the road and wait for

# ALLIES HAVE PLAN TO HEAL COMMERCIAL DIFFERENCES WITH U. S.; WILL BUY AT FAIR PRICE ALL OF THIS YEAR'S COTTON



Ambassador Jusserand of France; J. P. Morgan; Secretary Lansing and Ambassador Spring-Rice of England.

Washington, Aug. 23.—Details of a plan whereby Great Britain and France hope to heal all commercial differences with the United States over the blockade of neutral European ports have been made known here.

Through the operation of this plan the allies expect to "make a market for the entire cotton export crop this year, and in addition they will attempt to purchase all quantities of wheat, corn and packing house products which are available for export.

The allies contemplate floating loans in this country during the ensuing year which will approximate \$1,000,000. The arrangements for the handling of these loans are being completed by J. P. Morgan & Co. of New York. They are the result of a series of conferences between Mr. Morgan and the British ambassador, Sir Cecil Spring-Rice.

The money which is raised in this country will not be sent to Europe, but will be placed in the hands of the New York bankers for the purchase of supplies. These supplies will consist largely of cotton, grain and packing house products. The purchase of war materials and munitions will continue to be made by the Morgan firm, but through these new loans it is expected the healing of blockade differences will result.

Under the new plan Great Britain and France will store much of the cotton in this country, drawing upon it from time to time as they need it. Also they will act as cotton distributors to the remainder of Europe.

By these arrangements they will not have to seize American cargoes bound for neutral ports, but will be enabled to determine for themselves whether the purposes to which neutral Euro-

pean purchasers intend to apply cotton are to their advantage or not, and in determining this difference between the allies and the United States, will be eliminated.

Great Britain recently suggested informally that the United States should allow cotton exports to European neutrals only in quantities relative to exports in previous years. This country rejected the suggestion flatly and pointed out that Great Britain itself had reshipped to those countries quantities of cotton far in excess of their imports from the United States in normal times.

Ever since the receipt of the British notes in answer to the American protest against the neutral blockade, efforts have been made to reach an agreement over the future conduct of the blockade. The British and French ambassadors have conferred frequent-

ly on the situation and in turn have consulted Secretary of State Lansing.

The protests of this government against the allies blockade have worried British and French diplomats, and this accounts for the eagerness to remove all friction. The allies' new plan may or may not meet with the approval of the government.

Unless American exporters are able to obtain prices from the allies equal to those they would obtain if they were free to sell their goods in neutral countries the United States probably will block the scheme to float a billion dollar loan and corner the export market in wheat, cotton and packing house products.

If Great Britain plans for the middle man for its own financial benefit the United States will object strenuously.

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### HE COULD HEAR THAT.

A Chinaman was brought before a magistrate in a court of a Canadian city and received a fine for a slight misdemeanor. The judge had great difficulty in making the Oriental understand, for he pretended not to know a word of English.

"Look here, man," he said disgustedly, "that is \$1. Do you see? Pay it—otherwise in jail. Understand?"

The Chinaman signified that he did not understand and the magistrate repeated it.

"Let me talk with him, your honor," said the portly clerk who had arrested the man. "I'll make him understand."

When the judge had given him leave the clerk approached the Chinaman and shouted in his ear:

"Say, you, with the teakettle face, can't you hear anything? You've got to pay a \$2 fine."

"You're a liar!" cried the Chinaman, forgetting himself in his rage. "It's only \$1."—Youth's Companion.

**Happy Man.**

"To what do you attribute your remarkable health?"

"Well," replied the very old gentleman, "I reckon I got a good start on most people by bein' born before germs was discovered, thereby havin' less to worry about."—Washington Star.

**PARTING.**

My life closed twice before its close;  
It yet remained to see  
If immortality unwell  
A third event to me.

So huge, so hopeless to conceive  
As those that twice befell;  
Parting is all we know of heaven,  
And all we need of hell.  
—Emily Dickinson.

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It's the best car that Studebaker ever built—and the best value on the market at any price. And it won't take long to convince you of that, either. The car will do its own talking. But it talks better on the roads—on up a hill. And we'd like you to file in it. Why not today?

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London-Roadster, 3-passenger	1390
Coach, 4-passenger	1590
Limousine, 7-passenger	2250

F. C. B. DeWalt

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