

ONE HUNDRED MILLION BUSHELS WHEAT

Passed Thru Willmar Yards in 1916. Comparison With Previous Year.

From the table given below, one gets an idea of the tremendous amount of grain that passes thru the local yards. The traffic this summer

Table with columns for years (1914-15, 1915-16) and months (No. Cars, No. Cars) showing wheat traffic statistics.

has been heavier than in the past few years. The table is for the years from August 1st, 1914 to August 1st, 1915, and from August 1st, 1915 to August 1st, 1916.

merchandise bound for all parts of the world pass thru the local yards, an idea may be had of the magnitude of the business done in the Willmar yards.

AT THE MAJESTIC. William Russell in "The Craving" will be seen at the Majestic Thursday evening of this week.

Paul and Blanche Forsythe in the leading roles are said to be immense, and the entire story is shown, not only the parts easily adapted to stage display, but the development of the narrative in every detail is given.

Bethany Young People. The Young People's Society of the Lutheran Free church will hold their regular meeting Wednesday evening, August 16th at the church parlors.

Back From Outing. Prof. A. C. Pederson and family returned Monday from a three weeks' outing at Scandia Lake, in Swift county.

NATIONAL TOURING WEEK AUG. 6 TO 12

TOURING SECTION

PUBLISHED IN THE INTERESTS OF MOTORING AND TOURING DEVELOPMENT

PLEASURES OF MOTOR TOURING OPEN TO NATION

Interesting Trips of Scenic Beauty Plentiful in All Sections. FINE ROADS EVERYWHERE. Automobile Is True Discoverer of America and Its Charms.

When you hear a man say that he is sorry he ever bought his car it is not necessarily an indication that he paid more for it than it was worth or that operation of it is costing him more than he can afford.

There are many men who still have the old-fashioned notion that automobiles are to be used only on city boulevards. They ride from their homes to their offices and from their offices to their homes, with an occasional trip through the parks and over the routes where the crowds are to be found on Sundays.

Consequently, they soon grow weary of what they call the "one old thing." They have yet to learn that touring in an automobile is not surpassed by any other kind of outdoor fun.

These days of road-improvement, and since automobiles in general have been developed to a point at which the troubles that used to be common have practically been eliminated, it is possible for the tourist to start for almost any point with a reasonable certainty of getting there and back.

The betterment of roads in almost all parts of the country has been accompanied by the establishment of many conveniences which add to the pleasures of motoring. One never gets far from a place at which gasoline is supplied; tires can be found at nearly any country store, and a shop at which emergency repairs can be made is usually close at hand if things happen to go wrong.

Furthermore, the increasing popularity of touring, been an appreciable improvement in the accommodations offered by hotels in the small towns and villages.

The country tavern has been rehabilitated. To the liveliness and pretentiousness of the coaching days have in many instances been added modern conveniences and up-to-date service which contribute much to the enjoyment of the touring party.

Attractions Everywhere. Within easy reach of almost every city in America there is some place that is well worth a visit from the tourist. In most cases there are many such points.

The car owner who complains that "there's no place worth seeing" within a day's ride of the town or city in which he lives is to be pitied, because over trouble unduly restricts his inability to appreciate what is sublime, or beautiful or interesting.

Not every state has a Grand Canyon, a Yosemite, a Yellowstone Park, a Niagara Falls or a Mt. Vernon, but there is a single state in the Union that is wholly devoid of natural wonders, that is it possesses no other spots that should be interesting for one reason or another. It is hardly too much to say, indeed, that there isn't a single section of any state that is altogether lacking in places of unusual scenic charms or historical or romantic associations.

The coming of the automobile tourist has brought about the "discovery" of hundreds of interesting places that might otherwise have remained forever unknown and unused. The hilly regions and the prairie country, the lakes, the rivers and the valleys, all have their peculiar charms, so that there is easily accessible within a week-end tour of every important center of population some place that is worth seeing and worth knowing.

In addition to the attractions that are to be found on short local tours there are always the long trips to make their appeal to the automobile owner who has a desire to see the beauties and study the greatness of his country. The man who crosses the continent in an automobile gets a real conception of the vastness of the United States; he has an adequate understanding of the country's agricultural and mineral wealth, and he obtains the opportunity to get a "close up" view of the most splendid among its multiplicity of charms.

Some Favored Sections. There is the Berkshire Hills country in Massachusetts, the White Mountain Region in New Hampshire, the beautiful Adirondack, the Champlain and Lake George in New York, not to mention the Mohawk Valley, the Catskills or the Adirondacks. The Blue Grass section of Kentucky; picturesque Eastern Tennessee and Western North Carolina; the Lake regions of Michigan, Wisconsin and Minnesota; the splendors of California, Colorado and Arizona. To attempt to name all or half of the wonderful places that are easily accessible to the automobile tourist would be to follow the example of the brook, and go on forever.

There should be no trouble whatsoever in obtaining any route information that may be wanted, no matter what section of the country the tourist may wish to visit. Route cards and maps are free for the asking and they supply all the directions that the motorist requires.

NATIONAL TOURING WEEK HOME STATE VIEWS



LAND OF SKY BLUE WATER BECKONS MOTOR TOURISTS

Minnesota Is a Lacework of Fascinating Automobile Routes.

MANY VACATION TRIPS. More than Ten Thousand Lakes Lure Fancy of Seeker of Recreation.

With more than ten thousand lakes, with the picturesque valleys of four mighty rivers, and an expanse of northland fresh air in its nature, Minnesota offers a wealth of automobile tours that will bewilder the motorist who does not take his pencil and chart his vacation route upon a road map.

Nevertheless, in lieu of a touring plan the automobilist may set sail in his machine with all the happy-go-lucky spirit of a knight-errant, and wander on his way, secure in the confidence that wherever he goes there he will find beauty and rest and the splendor of the open, which makes vacation.

Minnesota has been termed "the Land of Sky Blue Waters of the Dakotas," with lakes as numerous as the sky, great pools of limpid water fringed by verdure, whose monotony is ever broken by rugged shores, it is aptly named. Our state, however, is not an unbroken vastness of sportsman's paradise. Not only does it possess undulating agricultural lands rich with their crops, but also a network of excellent roads traced over the commonwealth give to the motorist the assurance of pleasant travel to any section.

Rich in Waterfalls. The state is rich in thundering waterfalls and woodland glens, as many as the diamonds of a tiara. Minnesota is vacation land with all the significance that the word "vacation" carries.

To possess this vacation paradise at the threshold of your garage, is a gift of Providence; to appreciate it and use it, is almost a mandate. Little matter what is the span of your vacation, you may match it almost to a minute with a vacation tour in your motor car. Be it two days, or five, or ten, or more, there is a road through our lake lands fashioned for it.

Two grand tours hold forth an extended trip to the automobilist, either of which will show him variety and bring him charm. One swings to the north and straight to the country of Lake Superior. The other turns to the west line of the Dakotas. Both threads through the lake district, there is born the Father of Waters.

On the eastern tour a motorist, starting forth from Minneapolis or St. Paul, travels north to Centre City, Forest Lake, Lindstrom and Taylor's Falls. His way leads him up the Dalers to Duluth, the head of navigation of the Great Lakes.

Proceeding north, the tourist passes through Wyoming and Pine City and Hinckley and on through the lake district to Duluth, the head of navigation of the Great Lakes.

Lake Superior Trip. A side trip well worth while runs along the shore of Lake Superior to Grand Marais.

Having retraced the trail to Duluth, the motorist strikes north through Independence and following to Virginia. This takes him into the pine forests of Minnesota and a great iron mining district. Here he visits the heart of the iron mining region, and treks on to Grand Rapids and the lake region of lake Superior.

His next objective point is Brainerd. From Brainerd he follows the line of the Mississippi River through Fort Ripley, and then to St. Cloud. From St. Cloud he may complete the circuit to Minneapolis and Saint Paul, the east side of the Mississippi River.

The grand tour to the west may well strike out from St. Paul or Minneapolis, through Glencoe and Olivia to Granite Falls; thence it proceeds to Ortonville, near which is Big Stone Lake. The road now travels more or less the line of the Minnesota River, through Wheaton and Breckenridge and Moorhead to Grand Forks, the terminus of the trip.

Striking out through Crookston, the tourist makes for Bemidji, the inner shrine of the state. Following the road south to Walker, he travels on to Park Rapids, and finally to Wadena, where he turns east and reaches Brainerd. Having followed the Mississippi River to Saint Cloud, he may complete the circuit to Minneapolis and Saint Paul in the west bank of the Mississippi River.

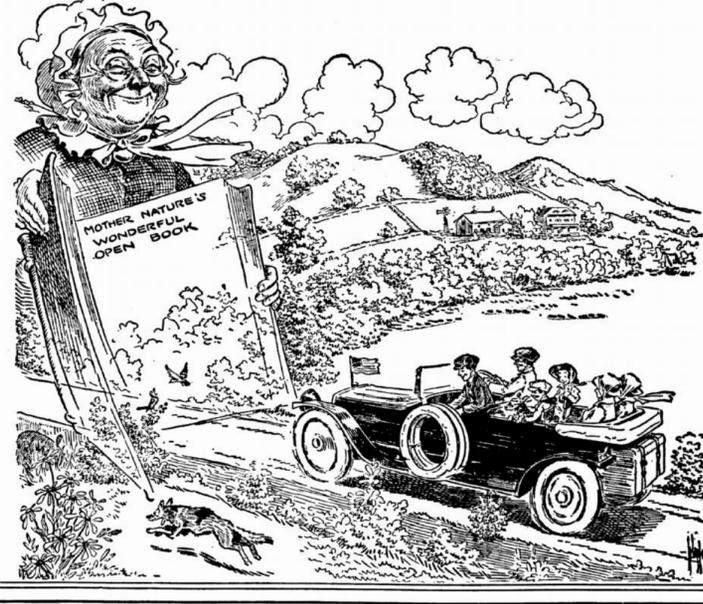
Another tour not so lengthy may be routed out of Saint Paul to Minneapolis to Saint Cloud and thence to Alexandria and Fergus Falls. Proceeding to Breckenridge, the tourist turns south to Ortonville. From Ortonville he travels to Granite Falls, and there dips over the southern section of the state in following the road along the Minnesota River to Mankato and Owatonna, where he swings north and returns to Minneapolis and Saint Paul through Faribault and Farmington. This trip will take him through the southern lake district of Minnesota, and is particularly noteworthy for the picturesque scenery on the banks and bluffs of the Minnesota River.

Minnesota is primarily a fishing ground. One who goes on his vacation tour in his automobile can well take his fishing rod.

"Blame It on the Tire"

He didn't pump it full enough, though all the air is free; He left it soft and spongy like, and scooted on with sleek; He skidded and he gridded and whopped through dust and mire; And when it burst He cursed and cursed, And blamed it on the tire.

The Great American Novel



What You should Take With You on that Tour

Before starting out on an extended trip be sure to go over your car thoroughly. Tighten every bolt and nut, put fresh oil in the oil cups and turn them up. A tightened nut, says an exchange, may save hours of trouble and worry on the road. But your preparation is not completed after the mechanical adjustment has been attended to. Tools and supplies should be taken to provide against emergencies. Include in the outfit the following: One extra casing (keep covered), inner tubes for all casings, two extra tubes properly wrapped or bagged to protect from oil and prevent chafing, one box self-vulcanizing patches and one box permanent puncture plugs (for small punctures), one tire sleeve, one set of tire applying levers, one box powdered soapstone or mica to be used between casing and tube to prevent sticking, one can plastic to repair cuts in casing, six valves inside, six valve caps, three dust caps, air pump, collapsible water bucket jack, complete tool kit, raincoat, one set of chains, two extra spark plugs, Manila rope or wire (forty feet), one extra water tank for drinking purposes and radiator (five gallons), one small medical kit, face cream for sunburn and stained goggles (yellow or orange).

Suggestions for Your Vacation Tour



Guide Post Aid Good Samaritan to Motor Tourist

Private Enterprise of Road Marking Has Been Enlisted by United States War Department

The more civilized man becomes, the more easily he gets lost. In the semi-barbaric days he trod untracked wilds and pathless seas, but always somehow he "got there."

In later times, having seemingly lost his sense of direction, he began to mark his trail so that he could find his way back. The gaubed bark of a tree trunk has guided countless men and women to their destination; but when the forests fell before the march of civilization, and as the speed of the traveler increased, better road markers became essential.

So there appeared various crude boards nailed on poles and set up at cross-roads, stones covered with numbers indicating distances, and similar landmarks such as may still be found in many country districts.

But until a short time ago there was no attempt to establish systematic marking of American roads. Every locality had its own style and in many instances the guide boards were so weather-beaten and defective as to be valueless. The automobile tourist who went beyond the boundary of his county found it necessary to stop at every cross-road and ask to be directed on his way. Usually the information he got was of little use, because any distance exceeding ten or fifteen miles was out of the farmer's reckoning.

Adequate System Needed. Four years ago the B. F. Goodrich Company, realizing the necessity of an adequate system of road markers, set on foot a project which has since had failed, and has since made safe for travel over 100,000 miles of roads in all parts of the United States.

This work has been carried out systematically under the supervision of experts and in a style which has won the approval and co-operation of local bodies, automobile clubs and even state legislatures.

While only one road marking crew operated during the first year, its work met with such thorough approval that larger plans were made for the second year's work, three crews being sent out—two working through the Middle West, another through the Pacific Coast States, and the third in the East.

The sign now being used is made of galvanized armor metal with aluminum letters sunk into the surface. It will not rust or deteriorate and is in all respects the most serviceable road marker that has ever been devised.

More than 100,000 of these signs mark the roads in twenty-five states, and cover three main trans-continental routes. They have been erected at a cost of over \$3 each and have unquestionably done much to stimulate the good roads movement, develop American touring and add to the rapidly growing desire among motorists to "See America First."

The Week-End Tour

(With apologies to Saxe) Leaving busy cities, Passing quiet pastures, Finding peace of mind; Spinning down the highways, Everything secure; Bless me, but it's pleasant Starting on a tour. Stopping at the village For a hasty bite; Landlord's pretty daughter Adds a new delight; Eyes that flash and sparkle With a mystic lure— Oh, it's a mighty pleasant Out upon a tour!

Better, wiser, too; Back to work with vigor Plentiful and new; And the landlord's daughter With her eyes that lure Filling one with longings For another tour. S. E. Kiser.

Always More to Find. The man who thinks that he has seen All things worth looking at will learn. When touring in his good machine, That beauty waits at every turn.

Neglected Opportunities. The car owner who never takes his family or a party of congenial friends on a week-end tour is a good deal like the man who has a million dollars hidden in his back yard and thinks wealth is merely a responsibility.

Don'ts For Motorists. Don't overcrowd your car. Don't load up with supplies you will not need. Don't start with a car that is not in first-class running condition. Don't try to do the impossible. Don't race with locomotives. Don't fail to take an extra tire or two along. Don't disregard local regulations, even if they seem unreasonable. Don't neglect to prepare for rain and cold. Don't forget safety first, last and always.

\* These are but a few of the many motoring tours that may be routed within these boundaries.