

WANTED—Men with teams or tractors to plow stubble land. See or telephone Edwin Nelson.

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C. GOAN

THE TREE MAN

Don't Wait Until Goan is Gone and then Say as This Man Did

I WISH I HAD PATRONIZED OUR LOCAL MAN.

and dealt with responsible people, but sit right down and make out a list of the trees that you want this fall or next spring, don't wait, act now. And as a reward for being prompt I will give you free with every cash order amounting to \$5.00 ONE YEARS SUBSCRIPTION TO THE RURAL AMERICAN. And for every cash order of \$10 and over, THREE YEARS SUBSCRIPTION TO THE RURAL AMERICAN, OR ONE YEAR TO GRANGEVILLE GLOBE. Each Issue of the Rural American contains a summary of the week's war news, foreign and current news of interest to every member of every family anywhere in the United States, human interest editorials, pattern and fashion page, suffrage articles, jokes, question and answer columns, etc. The serial stories that run the year around are alone worth the price of the paper, to say nothing of the colored comics and other interesting features. Over the top of all this you get free 10 excellent postal cards, very appropriate to send to your boy "over there."

So get busy with your pencil and paper and turn the corners of your mouth up, not down, and make out your list, but be sure to smile and the world smiles with you, kick and you kick alone for the cheerful grin will let you in where the kicker is never known. Price of the trees are thirty-five cents and up, according to the age and variety.



Unlike Topsy— Swift & Company Has Not "Jest Grown"

Swift & Company, in fifty years of well ordered growth, has become one of the great national services because it has learned to do something for the American people which they needed to have done for them, in the way in which they preferred to have it done.

It has met each successive demand, in the changing conditions of national life, by getting good meat to increasing millions effectively, efficiently, economically, and expeditiously.

The Swift & Company packing branch, refrigerator cars, car routes, branch houses, organization, and personnel of today are the practical solutions, born of practical experience, to the food problems of half a century.

Because of all these elements working in correlation and unison, Swift & Company is able to supply more and better meat to more people than would have been possible otherwise, at a net profit per pound of meat so low (a fraction of a cent) that the consumer price is practically unaffected.

Strip away any portion of this vast, smooth-running human machine, and you make a large part of the meat supply uncertain, lose the benefit of half a century of fruitful experience, and scatter the intelligent energies of men who have devoted a life work toward meeting the needs of a nation in one vital field.

The booklet of preceding chapters in this story of the packing industry will be mailed on request to Swift & Company, Union Stock Yards, Chicago, Illinois.

Swift & Company, U. S. A.



OUR NAVY GUARDS COAST OF FRANCE

INTERESTING FACTS CONCERNING ITS ACTIVITIES, TOLD BY FRANKLIN ROOSEVELT.

MANY STATIONS ESTABLISHED

Million and a Quarter Tons of Coal Saved by Daylight Saving Law—National Movement Started for Reclaiming Waste Materials.

(From Committee on Public Information)

Washington.—Franklin D. Roosevelt, assistant secretary of the navy, in a statement since his return from a tour of American naval bases and stations in Europe, described the work of the United States navy in the waters surrounding England, France, Italy, Greece and the Azores.

"Our operations on the British coast are fairly well known, but it probably is not generally realized that on the continent we have a large personnel on shore and have more stations in France than we have in all England," Secretary Roosevelt said.

"On the west coast of France we have a series of bases for the repair and upkeep of our escorting ships, destroyers, submarine chasers, etc. We have been using French facilities so far as possible, but in most cases we have had to erect complete plants so that these facilities are now more than double what they were before we went there.

"All the way from the Spanish border to the English channel we have established aviation stations so spaced that the entire coast line is covered by seaplanes and dirigibles. Nearly all these stations are situated at out-of-the-way points, some on uninhabited islands, others in fishing vessels on peninsulas. Labor was almost impossible to obtain, so these stations were built almost entirely by our own sailors. At each station there are from 200 to 300 men. This aviation force and our patrol vessels have been doing such splendid work that for the past six months there have been practically no sinkings within 50 miles of the French coast.

"At one point we have an immense assembly and repair base which employs more than 5,000 men. An instance of the way in which every bit of material has been utilized is found in connection with this base where, before the erection of the permanent quarters, the men took packing cases in which planes were shipped, and used them in building barracks which were very comfortable.

"In northern France, in co-operation with the British, the United States established what is known as the Northern Bombing Group. This was originally organized to bomb the German submarine bases on the Belgian coast. After the British had blockaded the entrance to these harbors, Germans were prevented from clearing the channel by the constant activity of these aviators who daily and nightly dropped tons of explosives on the submarine bases.

"We have a considerable naval force at Gibraltar. In conjunction with the British this force not only patrols the Atlantic in that vicinity, but also is active in the Mediterranean escorting vessels to and from Italy, Greece and Egypt. In the Adriatic we have established a large group of submarine chasers and other vessels at work. In conjunction with the Portuguese we have established a base in the Azores."

There appeared to be a misapprehension in this country as well as in France. Assistant Secretary Roosevelt said, as to the part taken by the American navy in transporting troops and supplies to French ports. Every transport that flies the United States flag is officered, manned and run by the American navy, he said. Much the larger portion of supplies for the army in France is taken across in American vessels officered and manned by the United States navy.

Nine enlisted men of the navy who volunteered to be inoculated with the serum of Spanish influenza to help medical officers gather specific facts regarding the disease and discover the means of combating it, have been commended by Secretary Daniels. The experiment was conducted during the prevalence of the epidemic in the first naval district, Boston, and the volunteers understood the danger to which they exposed themselves for the benefit of others.

The test indicated that the disease is not due to a filtrated virus, as the results were negative. None of the men inoculated contracted the disease. They were isolated for ten days after their inoculation.

As a measure against the further spread of influenza, war workers in Washington, D. C., are taken to their duty every morning by automobile instead of in crowded street cars. The division of transportation of the governmental emergency commission worked out the plan which, it is estimated, provides for the accommodation of 25,000 of these workers every day in privately owned automobiles that volunteer to "give a lift" to the men and women—especially the latter. The danger of traveling in crowded street cars is thus removed for them.

Contracts for motortrucks, chassis, ambulances, tractors, passenger cars, motorcycles and bicycles aggregating about \$130,000,000, have been placed with various manufacturers by the motor and vehicles division of the motor transport corps. The orders cover 38,187 trucks and chassis of different sizes and types, and 3,584 ten-ton trailers and 150 four-wheel trailers. Orders for 150 four-wheel drives have been placed. Other orders include 18,000 passenger cars; 300 winter cars, 558 limousines, 3,000 delivery cars, 18,775 motorcycles, and 25,000 bicycles.

There have been purchased for the use of the army in October and November 47,000,000 pounds (230,796 barrels) of flour, 17,000,000 pounds of which is for domestic needs. The remainder is for the troops in France. The purchases were made by the subsistence division of the quartermaster corps.

More than 4,000,000 gallons of sirup have been bought for the troops overseas for use with their "hot cakes" as well as for sweetening their pastry. In addition to these supplies the subsistence division has bought more than 100,000,000 cans of salmon—enough for the army's requirements for a year. About 80 per cent of this lot will go to the forces in France. It is estimated that 10 ounces of salmon are equivalent to 20 ounces of beef. Concentration of the product makes it particularly desirable in both mobile and trench warfare.

Consumption of coal was reduced by a million and a quarter tons during the seven months' operation of the "daylight saving" law, according to figures compiled by the United States fuel administration. When the clocks were set ahead an hour, beginning Sunday, March 31, and ending October 27, the fuel administration planned to gather facts from many sources in various sections of the country to determine the saving in fuel likely to result from the operation of the law. These data have been compiled and form the basis of the estimate of the amount of coal saved.

In one district from which definite facts were obtained it was shown that the saving of coal was 17½ tons per 1,000 of population for the period of seven months. These figures were checked against records obtained from other places in different sections having the same relative conditions, and from the information thus collated the estimate of 1,250,000 tons saved is reached. The fuel administration says that the "daylight saving" plan in European countries has been effectual chiefly in the seven longer months.

A national system for the collection and disposal of materials which it is most desired to reclaim at this time, such as paper, cotton and woolen rags, steel, copper, brass, zinc, rubber, tin, leather, lead, tin foil, etc., has been organized and a working plan for every community, including towns with 5,000 population and outlying districts, as well as large metropolitan centers, has been formulated.

This system will be administered by the war prison labor and national waste reclamation section of the war industries board. It is expected that children will gather paper and rags and every family join in the movement and help their local reclamation council when it begins the work. With the organization of the local councils, through the war prison and national waste reclamation section, collection and disposal will be arranged for every household, apartment, department store, office building and city state and federal institution.

Distribution of 20,000,000 food cards among American housewives will be made by the United States food administration on December 1, instead of October 27, as was originally planned. The spread of influenza and the consequent ban on all manner of public gatherings and activities, including patriotic work, prompted the postponement of the campaign.

The new card will contain no regulations regarding either "wheatless" or "meatless" days, but will urge as a whole the careful saving of all edibles, particularly wheat, meat, fats and sugar. It will be necessary for the United States to send 5,750,000 tons more of foodstuffs to the allies this year than last, with an almost staggering total of 17,500,000 tons in the coming year. In order that 120,000,000 people of these allied nations sitting at a "common table" with America may have stamina to bring the war to a conclusion if peace is not meantime obtained by Germany's surrender.

Destruction of rodents in Montana during the past season has saved \$2,760,000 worth of crops at a cost of \$82,800 according to a report issued by the department of agriculture. The work of ridding the farms of these pests was carried on in 25 counties. Two hundred and seventy-six tons of poisoned oats were used. Immense numbers of ground squirrels, prairie dogs, rats and mice were destroyed.

Nearly 400,000,000 feet of yellow pine lumber have been cut and transported by rail and water to shipyards on the Atlantic coast and the Gulf coast for the construction of wooden vessels under the direction of the United States Shipping Board Emergency Fleet corporation. With this amount of lumber, it is pointed out by the way of illustrating its immensity, the Atlantic ocean could be spanned from the American to the French shore—3,000 miles or more—with a bridge floor 25 feet wide and 1 inch thick, with about 4,000,000 feet to spare.

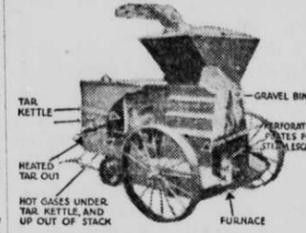
FOR BETTER ROADS

TAR AND GRAVEL APPARATUS

Device Invented by New Jersey Manufacturer for Heating Materials for Pavements.

Emulating the famous hunter of the olden days who killed two birds with one stone, a New Jersey manufacturer has recently brought out a combination tar and gravel heater that heats these two dissimilar materials quite independently but with one operation. The device, which is shown in the accompanying illustration, is particularly fitted for street paving where block pavements with tar joints are laid.

The apparatus consists of two main parts, a rectangular tar kettle and a Y-shaped gravel bin, with a furnace extending beneath both parts, from one end to the other. The furnace is fired from the gravel end of the device. The smoke and gases escape through an ordinary stove pipe in the kettle end. The inside of the gravel



Combination Tar and Gravel Heating Device in Operation.

heater is triangular shaped while the outside is made up in steps consisting of perforated metal plates. The Y-shaped top acts as a reservoir bin and the gravel feeds down the steps and out at the bottom. The perforations in the step plates allow the moisture in the gravel to escape readily as it is turned into steam by the heat of the fire, thereby making it possible to heat both tar and gravel.—Popular Science Monthly.

BENEFIT OF SHADE TREES

In Wisconsin Owner Is Given Annual Bounty of Three Cents for Each Rod of Highway.

The Wisconsin law provides that financial consideration may be given by the state to people who plant and cultivate trees by the roadside. Every person along or through whose lands a highway passes may plant and cultivate on one or both sides of the road where he shall own land, trees of such varieties as commonly grow at least 40 feet high. These must be set two rods or less apart and in a row within eight feet of the outer line of the highway.

When such trees reach 12 feet in height the superintendent of highways shall give the owner upon request a certificate accepting the trees as public property, but the title to them or to the fruit they bear belongs to the owner as long as he maintains the trees and replaces such as die. The owner shall receive an annual bounty of three cents for each rod of highway along which such trees are planted on one side and six cents if planted on both sides, to be credited on his highway taxes.

BENEFIT OF IMPROVED ROADS

From Standpoint of Almighty Dollar It Pays Handsome Yearly Dividend to Farmer.

Let everybody awaken to the importance of improving the public road, for improved roads will bring:

- Better schools and greater attendance.
- Better health and quicker medical attention.
- Better farms and more cultivated land.
- Better crops and better transportation.
- Better social conditions and less isolation.
- Better churches and better homes.
- Better men and a better nation.
- Improved roads have a money value as well as a social value.
- Looking at an improved road from the standpoint of the almighty dollar, it is found to pay a handsome dividend each year.

Maintenance of Gravel Roads.

On many trunk highways, a gravel surface would be entirely unsatisfactory, but we must not overlook the fact that on roads carrying comparatively light traffic the annual interest cost of a more substantial pavement may exceed the maintenance cost of gravel.

Durable Roads.

Time-saving, durable roads are now as important as quick-firing guns, and it is high time to speed up construction in order to quicken food delivery.



COL. J. E. KNIGHT

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