

THE CIRCLE BANNER

Ben M. Larson, Owner
and Publisher

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SUBSCRIPTION RATES

One Year.....\$2.00
Six Months.....\$1.00
Advertising Rates on Application.



"United in the Service of Our Country"

SAILORS LIVE WELL ON BOARD MERCHANT SHIPS

United States Shipping Board
Safeguards Their Interests.

NOT LIKE "GOOD OLD DAYS"

Inspectors See That Crews on American
Commercial Craft Get All the
Comforts That Are Coming to Them
—Men Have Dining Saloons, Baths,
Proper Air Space and Sanitary Beds
—Food Is Ample With Same Menu
for Officers and Men.

Recent appointment by the United
States shipping board of inspectors,
attached to its recruiting service,
whose business is to see that the crews
of American merchant vessels get all
the comforts that are due them, has
served to attract attention to the con-
ditions under which the crews work
aboard the ships of the new merchant
marine.

Contrasts between living and work-
ing conditions aboard merchant ves-
sels today and "the good old days" of
the sail, as regards the crew, are start-
ling, and all in favor of the present.
Jack is now treated with considera-
tion, and lives better, on the average,
than he would live if working ashore.
As four thousand young men from
factory and farm are now going into
the merchant marine every month,
through the shipping board's training
service, public interest in the way the
men live aboard the nation's new cargo
ships is taking on a personal aspect.
The shipping board is receiving
frequent inquiries on the subject.
Mothers and sisters and wives—to say
nothing of sweethearts—want to know
if their sailor boys are getting good
food and proper beds, and they are
not at all backward in asking for spe-
cific information on the subject.

The shipping board is taking spe-
cial pains to inform the public of con-
ditions on ships under its control—
and that means all vessels under the
flag of more than 2,500 tons. As com-
forts on smaller ships, as well as on
the larger ones, are regulated by law,
it is safe to assume that every Ameri-
can sailor today is far better off than
sailors have ever been before.

The U. S. shipping board is not con-
fining its activities in behalf of mer-
chant crews to legal requirements,
however. Finding that mines, liberally
strewn at random by the Germans in
violation of the rules of civilized war-
fare, usually explode under the for-
ward part of the vessel striking them,
the living quarters of crews have been
removed from forward to aft.

Forecasts used as living and sleep-
ing quarters for an entire crew hav-
ing been proven sometimes insanitary
when the crew is large, the latest
American ships are being fitted with
staterooms for the men, with not
more than four men to a room.

Forecastle Lamp "Burned Blue."

To understand how conditions in
general have improved on American
vessels since the old days of the
square riggers, it is only necessary for
the average citizen to read of how the
crew lived on an American ship bound
round Cape Horn in 1836, and con-
trast what he has read with an in-
spector's report of conditions on a
cargo steamer operated under authori-
ty of the shipping board today. Dana's
"Two Years Before the Mast," a classic
among sea narratives, is authority
for conditions in 1836.

Dana, author of the book quoted,
made the passage from California in
1836, on board the ship Alert, which
was considered a smart, well found
vessel. Here is what he says of the
living quarters of the crew while
rounding Cape Horn:

"The forecastle was too uncomfort-
able to sit up in; and whenever we
were below, we were in our berths.
To prevent the rain and sea water
which broke over the bows from wash-
ing down, we were obliged to keep
the scuttle (in the deck) closed, so
that the forecastle was nearly air-
tight. In this little wet, leaky hole
we were all quartered, in an atmos-
phere so bad that our lamp, which
swung in the middle from the beams,
sometimes actually burned blue, with
a large circle of foul air about it."

"The usual meal, day after day, for
men standing hard watches in icy
blasts, snow and hail, was a pot of hot
tea, a hard biscuit and a slice of cold
salt beef."

As to sanitary conditions, they may
be judged by this entry in Dana's log
covering the passage of the Cape,
which lasted a month:

"Not a razor, nor a brush, nor a
drop of water, except rain and spray,
had come near us all the time; for we
were on allowance of fresh water; and
who would strip and wash himself in
salt water on deck, in snow and ice,
with the thermometer at zero?"

Crews Have Waiters of Their Own.

What is the picture of conditions on
shipboard today, contrasted with this?
Here is a paragraph from a shipping
board inspector's report on the living
quarters aboard a 5,000-ton cargo
steamer built in 1917 by the emergency
fleet corporation and engaged in over-
seas traffic:

"The crew's quarters were aft. They
contained 12 pipe berths, each made
up with a good mattress, pillow and
blankets supplied by the United States
shipping board. There were 120 cubic

feet of air space for each man as pro-
vided by law, and 16 feet of floor
space. Each man had a berth of his
own, and not more than two berths
were placed in a tier.

"The forecastle was situated aft,
out of danger from mine explosions.
It was ventilated by three large ports,
and lighted by electric lights. Each
man had a steel full-length locker for
his clothes. There were shower baths
for both sailors and firemen.

"The ship was fitted with a tank for
iced drinking water, to which the crew
had access at all times.

"Meals were served in a mess room,
or dining saloon, the crew and the
firemen each having a mess of their
own, with a messman to serve their
food. The table was clean, with good
china and other accessories. At the
time of my visit there were fresh
peaches and tomatoes on the table,
which was being set up for supper."

The luxury of this would have up-
set an old-time sailor man, who, when
a heavy wave washed the crew's kid
of beef over the lee rail in its passage
from the galley, was forced to go super-
perious to bed.

An interesting sidelight on the vic-
tualizing of modern crews is afforded
by the fact that in these times the
same bill of fare is served in forecas-
tle and cabin on American ships. Jack
gets just as much and just as good
food as the officers. The bill is made
out by the food administration at
Washington, and is the same for all
ships under the flag.

It provides ample meals, in which
fresh meats abound, even on the long-
est voyages.

What Jack Eats When at Sea.

The bill of fare which accompanies
the report quoted show that Jack fares
better at sea than many of the gov-
ernment clerks at Washington, who
rely upon boarding houses and res-
taurants for their daily bread.

Here is a sample Monday morning
breakfast:

Hominy and milk	Hot beef steak
Bread and butter	Hot boiled potatoes
	Coffee

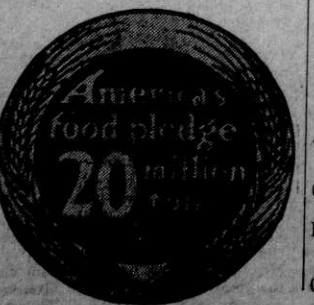
This is Tuesday's dinner:
Barley Soup Roast Mutton
Lima beans Hot boiled potatoes
Bread and butter
Bread and butter pudding

Thursday's supper is as follows:
Baked pork and beans Corn beef hash
Hot boiled potatoes Cheese
Stewed fruit Bread and butter
Tea

Sunday's dinner bill calls for toma-
to soup, stewed chicken and vegetables
and plum pudding. Butter is served
at all three meals, and milk and sugar
with coffee.

The report quoted continues:—
"The cooking on this ship was found
to be first class, the food being well
prepared and palatable. The cooks
were young and intelligent, and took
great pride in their work."

In order that the supply of cooks
for the country's merchant ships shall
not fall below the greatly increased
requirements of the new fleet, the
shipping board is conducting two
schools for cooks and bakers, on spe-
cially fitted ships stationed at Boston
and New York respectively, and is al-
so teaching cooking to apprentices on
its eight other training ships.



Classified Advertisements

For Sale or Rent

320 acre farm, well improved, 3
miles northeast from Circle, for
sale or rent. All fenced, 300
acres under cultivation. Call or
write Ludger Gorron, Circle, Mont.
9-27 12-27

USE OUR Whole Wheat Flour
and save wheat. You will like it,
too. Circle Mill Co

STRAYED—one bay gelding
weight about 1250, branded
on left thigh, two mares,
one unbranded, and other one

on right jaw, also 238 test
brand on left thigh. One
yearling. \$25.00 reward for in-
formation leading to recovery.
Notify P. H. Funk, Circle, Mont.
10-11 tf.

STRAYED—about September
20th, one bay mare, 1 bay gelding,
1 sorrel saddle horse and 1 three-
year-old bay gelding. All brand-
ed A G P on left shoulder.
Range on Stoney Butte creek.
Liberal reward for information
leading to recovery. Notify
A. G. Pardis, Brockway, Montana.
10-11 tf.

ESTRAYED—Five horses, two
black mares, both with blazed face
and colts by side, fresh branded
— S on left shoulder. Bay
stud yearling, branded
Y— on right thigh. Reasonable
reward will be paid for return or
information leading to return.

Joe Spurlock,
Richey, Montana
11-29 1-3

STRAYED—one gray gelding,
weight 1500 lbs., branded
on left thigh.
One black gelding, weight 1400
lbs., not branded. Has white star
on forehead and three little white
spots on left ribs. \$10 reward.
Ellis Schulz, Horse Creek, Mont.
11-29tf

STRAYED—one yearling and
one two-year-old heifer, branded
on left hip. \$5.00 per
head reward for informa-
tion leading to recovery. Notify,
Ludger Gorron, Circle, Mont.
11-22-29

Sale Bills

If you need
some come
in and see
US

Dr. A. F. Robson DENTIST

Call on me if in need of dental
SERVICES
Office over Masser-Klaus Meat Market
Circle, Montana

O. C. Brown Contractor and Builder

Good Work Guaranteed
See me first. I'll pay you.

Circle, Mont.

A. O. U. W. Lodge No. 42

Meets every 2nd and 4th
Tuesday of each month
Anderson's Hall

Circle, Montana

J. D. Brackett

Authorized Land Representative
N. P. Railway Company

Glendive, Montana

Represented by

GUY C. STEPHENS

Circle, Montana

Florence W. Stephens

ATTORNEY AT LAW
Practice in all Courts

Circle, Montana

M. W. Hutchins

LICENSED AND BONDED
AUCTIONEER

Cry sales in any part of Dawson County
SATISFACTION GUARANTEED

Leave word at Banner Office, or write
Brockway, Montana

Mason Knapp

Licensed Auctioneer

Will Cry Sales in any part
of the County, on Commis-
sion or by special arrange-
ments with the Owner.

Circle, Mont.

NOTICE FOR PUBLICATION

Re-Publication

Department of the Interior,
U. S. Land Office at Miles City, Mont.,
Nov. 16, 1918.

Notice is hereby given that
James R. Smith
of Bloomfield, Montana, who on Aug. 2,
1913, made H. D. Entry No. 019529, for
NW1, W1NE1, NE1SW1, NW1SE1,
Sec. 10, Twp. 19 N, R. 51 E, M.P. Meridian
has filed notice of intention to make
three year proof, to establish claim to the
land above described before Fred Johns,
U.S. Commissioner at Paxton, Montana,
on the 13th day of January, 1919.
Claimant names as witnesses:
Charles G. Dana, Reno, both of
Bloomfield, Mont. William Herring of
Mink, Mont. Albert Scheer of Rose
Valley, Mont.

G. W. Myers, Register.

WOMAN'S STATEMENT
WILL HELP CIRCLE
"I hated cooking because whatever I
ate gave me sour stomach and a bloated
feeling. I drank hot water and olive oil
by the gallon. Nothing helped until I
tried simple buckhorn bark, glycerine,
etc., as mixed in Adler-I-ka. Because
it flushes the ENTIRE bowel tract com-
pletely Adler-I-ka relieves ANY CASE
sour stomach, gas or constipation and
prevents appendicitis. The INSTANT
action is surprising. C. A. Brye, drug-
gist."

Notice For Publication

Department of the Interior, U.
S. Land Office at Miles City, Mont.,
Oct. 30, 1918.

Notice is hereby given that

Rose Murphy,

heir and for the heirs of George N.
Chapek, deceased, of Redwater,
Montana, who on Sept. 18, 1914,
made H. E., No. 023314, for W1, sec.
14, Twp. 20 North, Range 49 East,
M. P. Meridian, has filed notice of
intention to make three year
proof, to establish claim to the
land above described, before Regis-
ter and Receiver, U. S. Land Office
at Miles City, Montana, on the 8th
day of January, 1919.

Claimant names as witnesses:
George S. Stephenson, Clifford
Jones, both of Rose Valley, Mont.
M. W. Woodworth, Ole Hanson,
both of Redwater, Montana.
G. W. Myers, Register.

Stock Brands Rates \$3 Per Year



Rhys James
P. O. address
Circle, Mont.
Range on Red-
water below Circle
Cattle same brand on right hip.



Horses same brand left jaw.



Left Thigh Cattle



Also own brand on left shoulder
Vent above original.



Horses A on left thigh
Same brand also on cattle, left hip



Horses same brand on left jaw
\$100.00 reward for conviction of
anyone caught dogging or driving
my cattle or horses on the open
range.



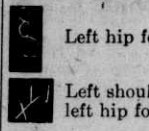
Other brands on both jaws; J J
on right shoulder.
Forman address, Paris, Mont.



A reward of \$50.00 will be paid for
information leading to conviction of
any party shooting or ill-treating
any stock with above brand.



J. E. Storms
P.O. address
Lindsay, Mont.
Range Cottonwood
and Sioux creek,
Stilson coulee
Brand on left hip
Horses and Cattle



Left hip for cattle only
Left shoulder for Horses and
left hip for cattle.



Range on Sioux
Cottonwood and
Buffalo Spring crs



Horses same brand on right jaw
Cattle also branded 3 H on right ribs



Horses branded right thigh
Cattle branded right hip.



Range on McCune
and Dry Ash crs.
Cattle same brand
on right ribs.



Cattle same brand right hip.



Horses same brand on left shoulder



Cattle same brand
left ribs



Cattle same brand
on left hip.

Economy—Thrift—Progress

Is represented in every household wherever a

De Laval Cream Separator is Used

They are doing their bit in this great war by get-
ting all the butter fat. The old way is the Kaiser's
friend. You can help get the Kaiser by using the
DeLaval. We have them in stock.

ALSO CARRY THE FAMOUS JOHN DEERE LINE OF Binders, Mowers

Groceries, Hardware, Pumps and Wind Mills,
Lumber, Barb Wire and Cedar Posts, Dry Goods,
Ladies' and Gents' Furnishings, Shoes, Beds and
Bedding and Caskets, Etc.

The Circle Mercantile Company, Inc.



Selling Agency for
DE LAVAL
CREAM
SEPARATORS

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