

THE SPIRITWOOD BUGLE

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Fred Dunwell, Editor

Local Happenings of the Week

N. E. Whipple is threshing for Pat Garrity.

Will Price drove to Jamestown one night last week on business.

Theo. Price has been running A. P. Paulson's separator this fall.

E. J. Hayes and son of Urbana, were Jamestown visitors one day last week.

P. E. Brown has been threshing for John Craft and John Vanick the last few days.

There was no preaching services here on Sunday last on account of the rain, which made the roads almost impossible for travel.

The Ladies Aid did not meet with Mrs. Thos. Kane on last Wednesday as was intended on account of their misfortune in losing their barn by fire.

The marriage of Gust Henniman of this place and Mrs. Hill, formerly of this place occurred on day last week in Jamestown by the county judge.

Martin Benson's wheat turned out almost 25 bushels to the acre, this year. This is a fine crop and a number of the farmers report a yield from 20 to 25 bushels to the acre.

Frank Marslike has purchased a quarter section from W. P. Hayes. The land lays on section four in township 189, range 62. The price paid included the crop, which is a good one this year.

Mr. Chambard, with the Minneapolis Iron Store Co., went thru town last Saturday bound for Valley City. He is making his trade in a Ford auto and finds it much handier than waiting all hours for trains.

Mr. E. Foster, who travels for a wholesale hardware company of St. Paul, was calling on his trade here on Thursday last. He reports business in his territory the best he has ever had. This is about the same kind of news we receive from all the traveling men who sell this territory.

O. E. Oreighton has purchased a new gang plow and buggy.

J. N. Johnson was an Eckleson caller on business on Monday afternoon.

E. J. Hayes is running his new Advance separator with his Hart-Parr engine.

Geo. Dunwell was a Sanborn caller between trains on a week ago Friday.

Miss Gene Pederson is staying at the home of ye editor for a few days.

Otto Stuff has purchased a new livery team to be used in the livery business here.

Frank Marslike is driving John Davidson's team this fall and is working on the J. N. Johnson threshing machine.

Ray L. Doreon is out again to work after his sickness. He is working for John Johnson's threshing machine.

John Matchie has built a new granary on his farm northwest of town. It is a large structure and will hold a lot of grain.

Peter Hadliska, who is working at the J. N. Johnson place this summer, was a visitor at ye editor's home on Sunday afternoon last.

A threshing machine going through town lately tore down about a dozen telephone wires, and caused the phones to be out of commission for a short time.

V. L. C. Merchant was a Jamestown visitor on Monday last, returning home on Tuesday morning after having missed No. 8 Monday evening. We wonder where he was when the train went.

The second machine that the gypsies brought has arrived and the dusky friends have it out on their farms around here. The ones interested in it are Frank Adams, John Adams, Nicholas Adams and Millen Uwanawitch. These people have a large number of grain to thresh and they will be kept busy till the snows.

Andrew Fleutsch' has purchased a new Monarch range.

Myron Sisson was a Jamestown caller on Tuesday last.

L. B. Stoaks and family drove to Jamestown one day last week.

Will Price had his threshing engine refueled on Friday of last week.

Richard Gainsforth and son, Harry, were Jamestown callers on Tuesday last.

Mr. and Mrs. Robert Stabenow and son were Jamestown callers on business on Tuesday last.

W. P. Hayes was a Jamestown visitor over the Sabbath, returning on Monday afternoon.

Rain which came our way on Sunday last delayed threshing operations for a few days.

Fred Fried had the misfortune to have a break down with his motor cycle one day last week.

Mr. and Mrs. Ralph Melchert are visiting with the L. B. Stoaks family for a few days.

Mr. Boneamon, commission man with McCarthy Bros., was a Spiritwood caller on Monday last.

Martin Graven has another threshing crew and will thresh again as soon as the grain gets dry.

Thos. Davis, Sr., went to Jamestown on business on Tuesday forenoon, returning on No. 120.

Squire Bros. have pulled six miles south of here and will thresh a couple of jobs there before turning back and finishing their flax.

The Ladies Aid met with Mrs. W. L. Fuller on Wednesday last. Quite a number were in attendance and the afternoon was an enjoyable one.

H. F. Hobert was at Fargo over the Sabbath visiting his son, Walter, who is in the hospital there and who recently went through an operation. He is reported as getting along very nicely.

Gasoline Engines of Binders. Where grain is badly laid or the ground wet, there are many advantages to the binder equipped with an engine to drive the machinery, whilst the horses furnish the traction.

A binder so equipped has the machinery in full operation when it strikes the grain and the elevators continue in motion when the horses are stopped if too wide a swath has been taken and the sprong choked. Where irrigation ditches have been plowed in or on side hills, the bull wheel will slip sideways on wet ground, motion is lost and we choke up, have to clear things and begin all over again. Where the bull wheel furnishes the power, it is nearly always necessary to drive horses a little faster than desirable to keep up the motion. The supplementary engine does away with all these troubles and is a distinct advantage on the old way.

Time and Labor Lost. When farm buildings are so inconveniently arranged that it requires several unnecessary miles every day to do chores, many dollars in time are lost.

Protect the Cherries. If the cherry growers will plant nurseries near their orchards their fruit will be protected.

RANCHMAN BECOMES A BARON

C. T. O'Brien of Montana Gets Title Created in 1824—Succeeds His Brother.

London—A Montana rancher becomes a British peer by the death of Baron Grey De Ruthyn in his fifty-fourth year. The successor to the title is the baron's brother, Cecil Talbot Clifton, of Northfields Ranch, Montana. The dead lord was the twenty-fourth baron of his line, the first lord of the name title having been created in 1824. The title carries the hereditary right to bear the gold spurs at the king's coronation.



WHO IS TO DRAG THE ROADS?

Attitude of "Let George Do It" Very Much in Evidence in Road Dragging Proposition.

The attitude of "Let George do it" is very much in evidence in the road dragging proposition, and the city man is always willing to let the farmer do it. Road dragging is an absolutely proved method and it should be done, but by whom? It is true that taxation is never very even, but that is no reason for trying to get something for nothing, says a writer in an exchange. It is said the farmer is benefited by good roads, which is perfectly true, but so are many other people, and the farmer has already paid his road tax, whilst many other users have escaped in part because their property is not so evident to the assessor.

The good roads enthusiast says the farmer can drag roads in his spare time. So he can, and there is no reason why the city man should not hook a drag behind his auto evenings and do some good whilst he gives his family an airing. None whatever! Lots of autos have plenty of power to pull a road drag. I haven't seen the city man doing this yet, and I don't expect to any more than I expect to see a voluntary system of road dragging successful in the long run because it is entirely inequitable. The common-sense solution is to drag the roads and pay the man who does it a fair remuneration, either in cash or county warrants. If a farmer lives on a road where the wear and tear is outrageous the road will need more dragging, and the man who does it a fair remuneration, either in cash or county warrants. If a farmer lives on a road where the wear and tear is outrageous the road will need more dragging, and the man who does it a fair remuneration, either in cash or county warrants. If a farmer lives on a road where the wear and tear is outrageous the road will need more dragging, and the man who does it a fair remuneration, either in cash or county warrants.

INITIALS IN BABY'S EYE

First Letters of Names Chosen Before Birth Appear on Retina.

Philadelphia—Physicians here are attempting to explain the phenomena of certain lettering observed on the retina of the eyes of two-year-old John Dugan of this city. Miraculously his eyes are two distinct letters, each a quarter of an inch high. They are the initials of the name chosen by the boy's parents before he was born. That name was John Dugan, the name the boy now bears. In the middle of John's right eye is the print of a graceful "J," while in the left eye is set the initial "D."

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