

# JUDITH GAP JOURNAL

VOL. 4. NO. 23.

JUDITH GAP, MONTANA. FRIDAY, APRIL, 19 1912.

PRICE, FIVE CENTS

## THE GREATEST OF MARINE DISASTERS

At 10:25 last Sunday morning the Titanic, the largest passenger steamship afloat, sent a wireless signal that she had struck an iceberg near the New Foundland coast and needed help.

Half an hour afterwards an additional message said they were sinking by the head and that the women were being put off in the life boats.

About 2 o'clock Monday morning the vessel went down carrying nearly 1,300 people to a watery grave.

Daylight came and with it arrived the Cunarder Carpathia, which found only a score of lifeboats filled with crew and passengers, floating helplessly about the vicinity where the Titanic had passed under the waves.

The White Star liner Titanic, the largest vessel afloat, left Southampton April 10 on her maiden voyage for New York. She is a vessel of 46,328 tons, is 882 feet 6 inches long and displaces 66,000 tons. The Titanic carried about 1,300 passengers, of which 350 were in the first cabin. Among these were F. D. Millet, the artist and president of the Consolidated American academy at Rome; Maj. Archibald Butt, military aide to President Taft; C. N. Hays, president of the Grand Trunk railway; J. Bruce Ismay, chairman and managing director of the White Star line; Henry B. Harris, the American theatrical manager; W. T. Stead, Mrs. Isador Strauss, Mr. and Mrs. John Jacob Astor, Mr. and Mrs. G. D. Widener, Benjamin Guggenheim and Mr. and Mrs. Harry Widener.

On leaving Southampton last Wednesday the Titanic had a rather exciting moment. While passing the White Star liner Oceanic and the American liner New York, which were berthed alongside one another, the suction of the Titanic's triple screws dragged the New York from her moorings. Her stern swung into midstream and narrowly escaped striking the Titanic.

The Titanic has accommodations for 3,500 passengers and carries a crew of 860.

The Carpathia will not reach New York with the survivors until today. She has wired a complete list of the

rescued, being mostly women and children, and places the number at 705.

It seems that the prominent men among the passengers went down with the steamer under two miles of water.

## 3 YEAR BILL IN DANGER

Washington, April 4.—Western members fear that the three-year homestead bill, now in conference, will fail of passage. The house conferees insist that the bill shall be amended so as to apply to pending claims. There is a probability that this amendment will be adopted. If it is, there are threats that the president will veto the measure.

In a report to congress Secretary of the Interior Fisher took exception to some of the provisions of the three-year homestead bill, and he stated emphatically that he could not give the measure his approval if it was made to apply to pending claims. There was an intimation in his report that he would advise the president to veto the bill if it came to him with a provision making the proposed law applicable to pending claims.

Members from public land states quite generally approve the bill. Those who are opposing the "pending claims" amendment do so on the ground that it jeopardizes the bill. They point out that Secretary Fisher has disapproved this amendment, and that if it is incorporated in the bill the president may follow the advice of Mr. Fisher.

There is good reason to believe that in the event of an agreement on the bill with the controverted provision in it the political advisers of the president will advise him against a veto. Members from the west charge that Secretary Fisher is not alive to conditions in the public land states and that he fails to take into consideration that a tide of emigration from the United States is now moving toward Canada, attracted by what are said to be more attractive land laws of the dominion.

Tell all your business, and you won't have any left for yourself. I

## A VOICE OF WARNING.

The following editorial appeared in the Kansas City Star, of April 10. The Star is a republican newspaper having the largest subscription list of any paper published in the whole Mississippi Valley. The Star enjoys a national reputation as a clean-cut honest republican paper, which makes its utterance at this time well worth while reading and considering.

The editorial follows:—

**BEGINNING THE STAMPEDE.**  
The result in Illinois is a staggering blow to the administration. The state undoubtedly reflects the sentiment of the whole Northern Mississippi Valley. The support of this region is essential to republican success next November. Without it the party is lost.

The party machinery was wholly in the President's control. He had the help of the two senators, Lorimer and Cullom, of ex-Speaker Cannon, of Representative McKinley, chief of the administration campaign forces, and of a large stand-pat congressional delegation.

In spite of these advantages Mr. Taft was snowed under. A party "leader" beaten by more than one hundred thousand votes in a party stronghold is no longer a possible leader.

This is the beginning of the end. In the republican state of North Dakota the President received only a paltry fifteen hundred votes. In republican Wisconsin he was beaten by seventy thousand. Kansas City voted against him 15 to 1. Missouri and Kansas, both Taft states in 1908, are going to send Roosevelt delegations to Chicago. California and the Pacific Coast are lost to him. Indiana was won only by an admitted trick through packing a convention. Ohio is expected to desert him.

No wonder Boss Barne of New York has fled to cover, his state convention contenting itself with a pious expression of good wishes for the President, but no instructions!

Every sane man knows that President Taft cannot be re-elected. His nomination would insure republican defeat.

The delegates to Chicago in convention assembled are not going to nominate a man who has lost Illinois by more than one hundred thousand votes. They want a winner to pull the local and congressional tickets through.

Against the pressure that public sentiment will bring to bear on the convention, Taft instructions are not worth the paper they are written on. There is only one republican who has a chance to win.

This is why Theodore Roosevelt will be nominated in Chicago.

## INSURANCE AGAINST HAIL

Lewistown Argus.—One of the needs of the farmers of Fergus county is some protection against hail. There have been a number of years in succession where hail did little or no damage to crops. Perhaps we heard little of the losses sustained because the area put into cereal crops was small and widely scattered. Some years will be entirely free from damaging hail storms, but so much of the land, particularly in the Basin, is being cultivated and sown to wheat, oats, flax and barley, that field after field are separated only by a wire fence, making a vast acreage of golden grain, not only golden as to color but as to its value also, a shining mark for the destructive hailstones.

The chance is too great, the loss too severe, to pass the matter up with indifference if some reliable means of insurance can be found. Some fault has been found with the outside hail insurance companies. Either they have not been sufficiently capitalized to meet losses promptly, or have no desire to deal fairly with the insured. At least there seems to be a lack of confidence in some of the hail insurance companies and many farmers prefer to take the chance with the elements.

It has been suggested that a mutual or co-operative society be formed among farmers of the county, or perhaps, the state, to meet the losses sustained. Some believe that a scheme could be worked out that would prove entirely practical and beneficial, as the main object would be to protect a farmer against an absolute loss in the value of his crop. It would not aim to be a profit-making scheme, although in years of slight damage by hail the treasury would be strengthened to meet more unfavorable seasons.

The man who can stand in the door of his home and see months of labor and thousands of dollars in wealth vanish in a few minutes, should possess an iron nerve and a good bank account. Unfortunately those least able to stand the loss are most frequently the greatest sufferers. Any man could better afford to borrow the money for insurance than take the chance of losing his crop.

We don't believe Montana is any more liable to hail than the Mississippi valley states, but many of our farmers are beginners and cannot afford the losses sustained by hail. In North Dakota last season the crops of several counties were almost wiped out by hail.

We simply desire to raise the question now in the hope that steps may be taken to obtain some means of security before the coming crops are ready to harvest, the month of August being the danger period.

It may be too late to do anything along co-operative line this year. In that case the farmer who can find a good, reliable hail insurance company should do a little business with it. While the storms cover no extensive area in their passage, those who are damaged are generally hit pretty hard.

## CATTLE PRICES ARE ADVANCING

Billings, Mont., April 18.—A shipment of 35 carloads of Montana cattle sold on the Chicago market this week for prices ranging from \$6.55 to \$7.90 per hundred, according to A. A. Walters, who is here from the Illinois metropolis enroute to the annual meeting of the stockmen at Miles City. The animals came from the Big Hole Basin country and were fattened on wild hay alone, having never eaten a particle of alfalfa or grain. They averaged 1,080 to 1,440 in weight. Mr. Walters says that sheep prices are strong and that fat Montana lambs are quoted at \$8.25 while fat wethers are selling for \$7.15. The figures for both cattle and sheep are the highest which have prevailed in Chicago for 24 years.

Regarding the wool market, he says the figures are becoming stronger with each succeeding day, and in this connection his statements are in accord with those of William Rea, a prominent local flock-master, who predicts that Montana and Wyoming growers will realize from 20 to 25 cents for this season's wool crop.

## OVERLANDS TO THE ANTIPODES

Another foreign shipment of thirty Overland motor cars left Toledo last Friday for Australia. This makes the second shipment to the antipodes since March 10th, making the total this month of 75 cars. The Overlands will be shipped from Seattle on the "Strathgyle" to Melbourne and Sydney, from which cities they will be distributed throughout the island. The prior shipment on March 10th was made from New York on the steamer "Tamonah".

The Overland agents in Australia are leading in sales of American made cars and have recently increased their original allotment of 700 cars to 1200 for the 1912 season.

The present shipment is routed over the L. S. and M. S., Chicago, Milwaukee and St. Paul and Chicago, Milwaukee and Puget Sound railroads. The thirty cars were loaded in ten of the new fifty-foot freight cars which have recently been placed in service by the latter road.

In order to meet the demand for Overland cars in Australia, Vice President Bennett has ordered that they be shipped at the rate of twelve a day from now on until the allotment of 1200 cars has been exhausted.

Look not mournfully upon the past, it comes not back again. Wisely improve the present, it is yours. Go forth into the shadowy future with noble resolutions and a manly heart.

Did you ever hear a woman boast of how little it cost her to have her last year's hat remodeled?

## GETTING SIGNERS FOR NEW COUNTY

Special Correspondence Tribune.

Harlowton, April 15.—The first definite action toward the creation of the proposed new county of Wheatland was taken this week when petitions were started in the country surrounding Rothiemay, in Musselshell county, asking that it be made part of the new county. A week ago county division boosters journeyed to Judith Gap and addressed two meetings, at which considerable opposition was found to exist. Two days later representatives from the Sweetgrass county strip on the south conferred at Harlowton with Commercial club representatives over the southern limits of the county. Future action in the movement depends somewhat upon the success of the petitions now being circulated in western Musselshell county.

### Notice.

I will be at the Blake Creek ranger station Mondays and Fridays; at Judith Gap Saturdays, to issue free-use permits and transact all other forest service business.

A. L. Rossman,  
Asst. Forest Ranger.

Most hustlers make too much noise about it—but the organizer works on ball bearings.

Failure is certain to overtake the man who looks behind.

There is no room for a doubter.

## A LECTURE ON GOOD ROOD MAKING

Arrangements are being made to have E. L. Lathrop, the inventor of practically all the road making machinery in the market today, to address the Farmers' Society of Equity and the commercial club in Judith Gap at the next regular meeting of these organizations on Saturday, May 4th.

Mr. Lathrop has made a life study of good road building, and the information that can be gleaned from his talk ought to be of great benefit to everybody in this section of the state.

There should be a large attendance at the first meeting of the two organizations in May.

### A Boy's Composition.

"A school ma'am is a verb because she denotes action when you throw paper wads at the girls. Switch is a conjunction and is used to connect the verb school ma'am to the noun boy. This is a compound sentence, of which boy is the subject and switch is the object. First person, singular number and awful case. A school ma'am is different from a boy, a boy wears pants and a school ma'am wears her hair banged all over her forehead. She puts paint on her face and some big fellows come and take her home. Ma says a school ma'am never gets to be older than eighteen until she gets married. It takes two school ma'ams a day to cook a dinner.

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# C.R.STONE

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THAT THE AMOUNT OF GOODS  
IN YOUR GARMENT ISN'T ALL  
THAT IS NECESSARY. WE  
HAVE THE QUALITY AS WELL  
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