

THE ROSEBUD CANDIDATE

Brief Biography Shows Eminent Fitness of Hon. E. O. Patterson to Represent Third District.



E. O. Patterson, of Dallas, the candidate of the Rosebud country for nomination on the republican ticket to the office of congressman from the Third district, bears every evidence of being one of the coming men of South Dakota. His friends, who have carefully investigated the congressional situation throughout the district, are predicting his nomination by a good plurality over opposing candidates.

Mr. Patterson is a native of Iowa, having been born in Greenfield, Adair county, that state, on October 5, 1874. He was educated in the Greenfield public schools and at the state university of Iowa, and received legal education in the National University Law School at Washington, D. C. Part of his boyhood was spent on a farm in Iowa, his father being a farmer and stockman. At the commencement of the Spanish-American war Mr. Patterson enlisted in Company G, 51st Iowa infantry volunteers. This regiment arrived at San Francisco shortly after the first regiment, South Dakota volunteers, went into camp there, the two camps being separated by only a street.

After his return to Iowa Mr. Patterson went into the office of Governor Shaw and was employed in organizing the parole system of Iowa. He remained in the office with Governor Cummins (now senator) during the early part of his administration, or until he left Iowa in 1902 and went to Washington, D. C., where he served in the office of the secretary of the treasury. Later he went from the treasury department to the office of the secretary of the interior during the administration of Secretary Garfield and served as an attorney on the staff of the assistant attorney general for the interior department in charge of public lands and Indian matters until September, 1908, when himself and wife took up their permanent residence at Dallas.

He is a member of the bar of the District of Columbia, the supreme court of the United States and of the federal, district and circuit courts of South Dakota. He has served as city attorney of Dallas and as state senator in the 1913 session of the state legislature, holding the position of chairman of the senate judiciary committee. He has a wide acquaintance among the attorneys of Nebraska, Iowa, South Dakota and Minnesota.

Rosebud for Patterson.

The Rosebud is solidly for Patterson for congress. For the first time in many years the ten republican newspapers published in that section are unanimously supporting the same man for nomination to a public office. They recognize in Mr. Patterson a combination of all the important qualities which make an ideal congressman. They know that he represents in the highest degree the best type of Rosebud citizenship. They know also that his candidacy meets with the enthusiastic approval of the people of the Rosebud country.

They are speaking for the Rosebud, urging its claims to the recognition his nomination would give it. The Rosebud casts over one-fifth and nearly one-fourth of the total vote in the Third congressional district. It is a large and important section of a great and growing state, meriting more consideration than it has heretofore received, both politically and commercially speaking.

The Rosebud asks its candidate for congress knowing very well his great ability and popular strength, neither quality being open to question.

It asks the rest of the district to join in making Mr. Patterson the party nominee for congress for two reasons—the justice of its claims and the eminent fitness and popular strength of its candidate.

Mr. Patterson's campaign is largely to the hands of "The Rosebud Patterson for Congress Committee," composed of prominent men from all over that territory, where factionalism has been forgotten and a solid party again firmly established behind the candidacy of the Rosebud's favorite son.

THINKS STATEWIDE PROHIBITION SURE

Dr. J. S. Hoagland Sees Victory for Drys in South Dakota in 1916.

Plankinton, S. D., May 4.—Dr. J. S. Hoagland, in a speech delivered here recently, declared that only one thing can prevent the adoption of the statewide prohibition amendment next fall, and that is a lack of organization. Dr. Hoagland, who is president of the state board of trustees of the Anti-Saloon League, stated that he had seen around the state a good deal and everywhere heard the prophecy made that the state would go dry next year. "We must not be caught napping, though," he said, "for this fight will not be an easy one. The liquor interests will not permit the state to go dry by default. They have much at stake and will stoop to anything to win. Every wet vote in the state will be cast, and it is up to us to build such a perfect organization that every dry voter will also get to the polls. If we do this we will win by 20,000 majority."

WHY NATIONAL PROHIBITION?

Numerous Arguments for Such Action Presented.

Because the liquor traffic is a national curse.

Because the nation is a great Union the interests of whose citizens are one.

Because we want every part of our nation clean and free from every moral wrong.

We would not be satisfied if slavery, polygamy or opium traffic were tolerated in any one of our states.

In order to put our federal government out of the liquor business.

In order that the federal government may cease to nullify prohibitory laws.

In order that local and state prohibition may become really effective.

The liquor traffic is a constitutional disease and therefore demands a constitutional remedy.

The national government has more effective machinery for the enforcement of prohibition than has any state government.

Because the liquor traffic is antagonistic to the very purpose of our government and detrimental to the best interests of all of our people.

Because we are a great democracy where majorities rule and the majority of our people desire National Prohibition.

What sixteen states outlawed as morally wrong cannot be good for the people of the other thirty-two states.

Because the United States supreme court has declared that no man has a right to sell liquor, the federal government should not sell to men a privilege to do what they have no right to do.

The supreme object and purpose of our federal government is to preserve the public morals, public peace and public health. The liquor traffic destroys all three, hence should be forbidden by the government.

Our nation's best capital is the strength and virtue of her manhood and womanhood and the liquor traffic is robbing us of this.

Our example to the other nations of the world, who look to us for ideals of civilization, should lead us, as a nation, to prohibit this debauching traffic that disgraces us at home and humiliates us abroad.—A. C. Bane.

JAPS WORK FOR SOBRIETY

Temperance Propaganda Increasing Throughout Empire.

The Japanese Temperance Society has several branches in California with 480 members. The parent society in Japan has many thousands of members; 8,000 copies of its publication Kuni No Hikari (Light of Our Land) are issued monthly. The San Francisco Japanese Temperance Society recently sent for 1,200 copies in one subscription. The monthly is attractive in appearance even to one unacquainted with the Japanese language and has some clever cartoons and illustrations on the results of drink, intelligible to anyone.

The industrial sobriety movement has struck root among the Japanese. The Okura Paper Store in Tokyo is one of the leading stores in the city with branch stores in Osaka and other important cities in Japan and China.

At the annual conference of the managers last year, according to Kuni No Hikari, it was agreed that henceforth temperance should be observed by all in the concern and that total abstinence should be a strict condition for every employe.

We may each in our respective lines of social work, without fear of excessive momentum, sound the signal "Full speed ahead."—Homer Folks.

A spark of enthusiasm dropped into the magazine of truth will kindle such a conflagration that all the demons of vice and greed can never put it out.

The prohibition issue is not and never can be a "purely local" one—one license spot can corrupt the entire nation.

Abolish the liquor traffic and not one brothel out of twenty would survive.

Maxwell Wins Test Over 40 Cars

Result of the great Yale University Sheffield Scientific School Test. Of the forty automobiles tested at the famous Sheffield Scientific School laboratory the Maxwell stands first in economy of Gasoline consumption.

MECHANICAL ENGINEERING DEPARTMENT
SHEFFIELD SCIENTIFIC SCHOOL
YALE UNIVERSITY

NEW HAVEN, CONNECTICUT

May 1st 1916.

The Biever Motor Car Company,
1079 Chapel Street
New Haven, Conn.

Gentlemen:—

I am enclosing report of test of your Maxwell automobile recently made in our laboratory.

I should like to add the following comments:

1. RELIABILITY OF TEST.

A preliminary test was made on April 19th, using a new car which was rather stiff. The showing was so good that we decided to make a second test. This was made on April 30th, using same car. On this test, the car showed less stiffness and the performance was better than on the first car. The second test was supervised by our most careful experts, and the results, I believe to be perfectly reliable.

2. MILEAGE.

The efficiency of the Maxwell automobile as indicated by the number of miles on a level road, is exceptionally high. This mileage record is better than that of any one of forty automobiles tested in our laboratory to date.

3. MOTOR PERFORMANCE.

The efficiency of the motor and carburetor as indicated by the pounds of gasoline used per hour per horse-power at rear tires, is exceedingly good, and indicates very perfect carburetor action over the whole range of speed and load. This record like that on mileage per gallon, is the best one that we have had.

Very truly yours,

E. H. Lockwood

ASSISTANT PROFESSOR MECHANICAL ENGINEERING.

The table furnished by the Yale Sheffield Scientific School

Power and Fuel test made on high gear of Maxwell stock Touring Car on comparatively level roads by Professors E. H. Lockwood and T. Q. Boyer, Sheffield Scientific School, Yale University.

| | |
|---|---------------------------------|
| 1. Name of car | MAXWELL, 1915 Model "25" |
| 2. Owner of car | Biever Motor Car Co., New Haven |
| 3. Date of test | April 30th, 1915 |
| 4. Weight of car with driver | 2,000 lbs. |
| 5. Wind resisting area | 20 sq. ft. |
| 6. Rolling resistance, declutched, high | 36 lbs. |
| 7. Rear ratio, direct, measured | 3.55 to 1 |
| 8. Tires, size, front and rear | 30 x 3.5 |
| 9. Tires, make, U. S. Non-skid | Inflated to 70 lbs. |
| 10. Wheel base | 103 inches |
| 11. Cylinders | Four, 3 5-8 x 4 1-2 |
| 12. Carburetor | K. D. |
| 13. Ignition | Battery and Simms Magneto |
| 14. Starter | Simms-Huff |
| 15. Gasoline spec. grav. | 0.72 |

| SPEED Miles per Hour | DRAWBAR PULL Pounds | HORSEPOWER At Rear Tires | FUEL Miles per Gallon |
|-------------------------|------------------------|-----------------------------|--------------------------|
| 10.2 | 42. | 1.2 | 33.8 |
| 19.8 | 60. | 3.2 | 33.2 |
| 30.1 | 90. | 7.2 | 23.2 |
| 40. | 132. | 14.1 | 19.3 |

Come in and see and ride in one of these Record Breaking Maxwell Wonder Cars.

Full 5-Passenger
Touring Car

\$695

Electric Starter
\$55 extra

Call, write or telephone, and we will put one of our demonstrating cars at your disposal.