

Money Spent at this Store is



Christmas Money Judiciously Expended and Never Regretted!

No Gifts more sensible—no gifts that are more appreciated than

CHRISTMAS SHOES AND SLIPPERS from the

- World's Best Shoe Makers! -

When we say SLIPPERS we cannot do it justice, for you must see them to appreciate them, and we invite you to view our XMAS SLIPPER SPREAD, for it is worth coming to see.



Men's Slippers

in Opera or Everett Styles, in Black, Chocolate, Ox-Blood or Wine Colors:

65c, 85c, \$1, \$1.50, \$1.75

Men's Felt Slippers 65c to \$1.50

Men's Romeo Slippers, side rubber \$1.75

Ladies' Felt Lap Slippers (three colors) \$1.10

Infant's Felt Red Romeos 50c

Should Slippers not appeal to you, let us suggest a pair of our Patent Leather Shoes from our famous Howard & Foster, White House or Dr. Reed Cushion Insole. Doctors recommend them.

A PAIR OF SHOES, LEGGINS OR SLIPPERS, BOTH NEAT AND STRONG, IS AN EXCELLENT REMEMBRANCE THAT WILL BE APPRECIATED THE WHOLE YEAR.

Misses' Jersey Leggings \$ 75
 Infant's " " 50
 Ladies' " " 75
 Boy's Canvas " " 60
 Men's " " 75
 Ladies' Gaiter Socks 50
 Men's " " 75
 " " Leather Leggings 2 25



Ladies'

Felt Fur-Trim Romeos

are one of our most appreciative gifts, of the unquestionable Daniel Green Quality. Green, wine, black and brown colors. \$1.10, \$1.25, \$1.50
 Ladies' Felt Slippers 50c to \$1.50
 Child's and Misses' Romeos (fur trim) 85 and 95c
COMFY SLIPPERS, (like walking on feathers) \$1.00
 Indian Moccasins, the kind that wears and hold their shape—suthin new \$2.00 to \$2.50

Buy your Xmas presents at home—we'll appreciate all you leave here—and if not satisfactory it's convenient to exchange.

-Buster-Brown Shoes-

FOR

BOYS and GIRLS



in all leathers cements parents good will to this store:

\$1.75 to \$2.75

Infant's Moccasins, Bootees and Soft Soles,

25c to 50c

Sherwood & Son

"Tired at Three O'clock?" "No Sir! I Use the Monarch"

IF typewriters were machines run by mechanical means instead of human hands, you would find that, with a given amount of power, a Monarch could be run at a higher maintained speed than other typewriters.

Run by "girl power," you find that the Monarch is run at a higher all-day average speed than other typewriters, and without a "tapering off," from fatigue toward the day's end. Both these truths are due to the fact that

MONARCH LIGHT TOUCH

lightens the draft, uses power more economically. Eliminates the waste of energy that typifies the heavy-touch machines. This in turn means increased production per machine and decreased cost of typewriter work per folio.



The Monarch Light Touch and the Monarch Rigid Carriage are exclusive Monarch features, every other important feature of the modern typewriting machine, such as Back Space Key, Two Color Ribbon Shift, Contained Tabulator, etc., etc., will also be found on the Monarch. Let us give you a demonstration of Monarch Light Touch and other Monarch advancements.

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Faults Seen Too Late.
 It is just being realized that the Trans-Siberian railroad was a poor job from an engineering standpoint.

AMERICAN FARMER AND THE NATION

James J. Hill Discusses the Future Needs of Both.

LESS WARSHIPS; MORE FARMS

The Distinguished Railway President and Foremost Developer of Our Great Northwest Writes in the World's Work of the Need for Prosperous and Scientific Agriculture.

Land without population is a wilderness, and population without land is a mob. The United States has many social, political and economic questions, some old, some new, to settle in the near future; but none so fundamental as the true relation of the land to the national life. The first act in the progress of any civilization is to provide homes for those who desire to sit under their own vine and fig-tree.

A prosperous agricultural interest is to a nation what good digestion is to a man. The farm is the basis of all industry. The soil is the only resource that renews itself continually after having produced value. I do not wish to belittle the importance of manufacture or its relative value in general growth. But for many years this country has made the mistake of unduly assisting manufacture, commerce, and other activities that center in cities, at the expense of the farm. The result is a neglected system of agriculture and the decline of the farming interest. But all these other activities are founded upon the agricultural growth of the nation and must continue to depend upon it. Every manufacturer, every merchant, every business man and every good citizen is deeply interested in maintaining the growth and development of our agricultural resources.

"Preserve Jealously the Soil."

It is most important that our own country should realize the situation and take thought for its own future.

With our magnificent areas and the relative sparseness of our population as compared with the more densely peopled countries of the old world, the time of economic trial should be a long way off for us. With greater wisdom than we have exercised in the past it may never come. But we must preserve jealously the right and the possibility of free access to the soil out of which grow not only all those things that make happy the heart of man and comfort his body but those virtues by which only a nation can endure and those influences that strengthen the soul. This is the safeguard not only of national wealth but of national character. The fertile fields of this country are its real gold mines from which it will gather a richer yield than the deposits of Alaska or South Africa or any other land can furnish. These are the true national inheritance.

For the first time in the history of this country thousands of farmers from states like Iowa, Kansas, Missouri, Michigan, Wisconsin and Minnesota are seeking homes in the Canadian northwest owing to the cheap lands offered there and the difficulty of securing such lands in the United States. Toward saving a supply for the future something is now being done. We are at least saving at the spigot though we have not quit wasting at the bung. While we are spending great sums to transform worthless lands into orchards and gardens by the work of the reclamation service, we still retain as to other areas the land-laws under which for so many years the great heritage of the people has been passing so largely into unworthy hands.

The Greatest Lesson of History.

For the sake of our national future, for the sake of the coming millions who will be helpless unless each can be furnished with a piece of tillable land as a defense against misfortune, we should see that the speculative abuses which these laws have fostered are brought to an end. It should not be possible to obtain public land of any kind anywhere in the United States hereafter except after complying with all the terms of the homestead law. I cannot urge too strongly upon every man who wishes his country well and who desires all to be prosperous in order that he may prosper with them, the importance and growing necessity of taking such care of our public domain as shall preserve the remnant of it for the use of generations yet unborn.

Such close and careful cultivation as will yield the highest profit per acre is cultivated in comparatively small can best be given to and when it farms. The greater the number of prosperous farmers the greater will be the prosperity of every business man. It takes more labor to earn the same profit from a tract too large to be used thoroughly. Ten farmers each cultivating from 40 to 150 acres at the outside, with the most approved methods, supplemented where necessary by irrigation, can each earn a profit equal to that taken from two or three times the same area by slovenly tillage. Ten farmers instead of one increase the aggregate volume of trade with the merchants of the community and add in the same ratio to the general prosperity.

The Long Neglected Farmer.

Including Alaska, this country has about the same area as Europe. It has a little more than one-fifth as much population. With a trifle more

than five per cent. of the population of the world, we are producing 43 per cent. of the world's supply of wheat, corn and oats. We raise more than 70 per cent. of the world's cotton. All political economy that is not mere empty theory rests upon the ratio of population to land area, the abundance and value of the products of the soil, and the proper balance and interrelation of different industries. We have been busy as a nation helping the so-called industrial interests of the country—in fact, everybody except the man on the farm.

But when we have as many people to the square mile as Europe has now, we will know the economic troubles of Europe. Our task will be to increase correspondingly the volume of the earth's product. When we get down to business and take stock of these national affairs in which we are vitally concerned as workers and home-builders, as citizens and as fathers of the children who are to make our future, we find that the main thing is the utilization and conservation of the soil and the resources drawn from it. This interest must move and more take precedence of all others. The man must be encouraged to go to the farm. The man on the farm must be considered first in all our policies, because he is the key-stone of the national arch. When he has produced the share of natural wealth that corresponds to his best effort he must be able to find a purchaser at prices that will enable him to live in comfort and enjoy at least a moderate degree of prosperity. This has always been the final test of every country and every civilization; and it will no more change than the seasons are likely to reverse the order of their succession.

A Farm School for Every Farming County.

This country has from the beginning established and maintained a common school system on the sound principle that education is essential to a right discharge of the duties of citizenship. Another element must be introduced into the educational system. To direct the minds of the young to work upon the land as an honorable and desirable career and to prepare for them work when they return there by suitable instruction is to promote good citizenship and national security. To raise the productivity of our soil 50 per cent. would be an increase greater in value than the entire volume of our foreign trade. These results can be brought about only by a general understanding and practice of agriculture as modern science and experiment work explain it; by such instruction as we now give in our technical schools and institutes for the trades. Anyone who has studied the growth and decline of nations and would read our own industrial future must be convinced that instruction in farm economy and management should become an indispensable part of the educational work of this country.

Why So Many Warships?

If I could have my way I should build a couple of warships a year less. Perhaps one would do. I would take that \$5,000,000 or \$6,000,000 a year and start at least 1,000 agricultural schools in the United States at \$5,000 a year each, in the shape of model farms. This model farm would be simply a tract of land conforming in size, soil, treatment, crop selection and rotation, and methods of cultivation to modern agricultural methods. Its purpose would be to furnish to all its neighborhood a working model for common instruction. Cultivating, perhaps from forty to sixty acres, it could exhibit on that area the advantages of thorough tillage which the small farm makes possible; of seed specially chosen and tested by experiment at agricultural college farms; of proper fertilization, stock raising, alternation of crops and the whole scientific and improved system of cultivation, seeding, harvesting, and marketing. The farmers of a county could see, must see, as they passed its borders how their daily labors might bring increased and improved results. (Mr. Hill's striking articles will be continued in the December World's Work with a discussion of the development of the northwest.)

SAFER RAILROAD TRAVEL

All American Railroads Report Notable Advances in the Protection of Life.

The best safety records made public by the big American railroads are now coming to light month by month. The Pennsylvania railroad set the example by announcing that not a single passenger had been killed on its rails in the 12 months that ended last December. Now follow others, says the World's Work.

The Erie railroad, probably the most decreed of all the big trunk lines, claims the unique record of having carried more than 125,000,000 passengers in the last five years without killing a single person in a preventable accident. The Lehigh Valley makes a similar report.

Four western railroads—the Burlington, the Rock Island, the Atchafalpa, and the Northwestern—claim that in the past year they killed not a passenger in any accident chargeable to the railroad. This is a matter of the greatest importance.

And there is a new spirit in the railroad world. In the passenger departments of our railroads a deep impression was made a year or so ago by the announcement from England that all the railroads of that island had been operated for 12 months without killing a single passenger. The Pennsylvania took pride in its record of last year in equalling the English record; and there is no doubt that the other railroads are engaged in a contest of this excellent sort.