

ELVIE FOR GOVERNOR.

He Will Win. Candidate for governor who at this time is generally looked upon as the winner is S. R. McKelvie, publisher of the Nebraska Farmer. He is



young, well active, clean and honorable, known from a lifetime spent in the state. McKelvie has a record as a successful business man, a splendid record as legislator and lieutenant governor, and he has made a clean, high campaign which should command the respect of all thoughtful voters. These are some of the reasons why he is generally referred to as The Popular Candidate.



CHESTER H. ALDRICH
(Former Governor)
Republican Primary Candidate
for Nomination for
United States Senator
The Logical Candidate

"Nebraska republicans look to the record of Governor Aldrich with some degree of pride when they remember that he has been a man who has accomplished something for the people of this state by way of legislation. It would require almost a column to fully enumerate the reforms and many points which he has accomplished in this direction. Suffice to say, that almost everything looking to a lower passenger, freight or express rate bears the imprint of the efficient work of Governor Aldrich."—Friend Telegraph.

"Governor Aldrich possesses many qualities to make him a popular candidate. He never fails to state definitely where he stands on all public questions. He has the courage of his convictions and stands ready at all times to defend his position."—Albion News.

"Governor Aldrich is the logical candidate to nominate because of his strength with the common people, and the fact that the large majority of the voters in Nebraska are familiar with his record and know just where he stands. Republicans who have no axes to grind know that Mr. Aldrich is no experiment as an effective and efficient public servant."

WILL HE LEAD AT CHICAGO?



SENATOR WEEKS
Senator John W. Weeks, of Massachusetts, is pointed to by many political observers as the man who will lead the field on the first ballot at the forthcoming Republican national convention at Chicago. He has displayed substantial strength in Oklahoma, Missouri, Kansas, North Carolina and Florida, and it is predicted that his first-ballot vote will come close to the 200 mark.

FACE THE FACTS!

Weeks Talks About Our Navy and National Defense.

Insists on Military, Commercial, Financial and Industrial Preparedness—Let Us Be Ready for Peace as Well as War.

By JAMES B. MORROW, in the Philadelphia Record.

ONE of the Weekes, save John Wingate, the senator and the Massachusetts candidate for president—toiling as they all did among the granite bumps of New Hampshire—was ever noted for his accumulation of cash or property.

They were farmers mostly, beginning with Leonard Weekes, who, emigrating from England in 1656, became the head and source of the family.

Agriculture steadily practiced among the embedded rocks and irremovable boulders taught them to be resourceful and to keep at least one eye open to opportunity.

So William D., the father of the senator, was a probate judge, and once essayed to be a manufacturer. With the co-operation of neighbors, likewise alert and adventurous, he started a factory at Lancaster for making starch from potatoes.

"I will never forget the look on my father's face," Captain Weekes told me, "when, on a Sunday morning, just as we were leaving church, we saw men and boys running down the street and heard them crying: 'The starch factory is burning.'"



Captain John Wingate Weekes.

"There was no insurance—the policy had lapsed—and the fire swept away my father's means and put a burdensome mortgage on his farm two and a half miles in the country."

If there had been a navy of a respectable size in 1881 John Wingate Weekes would now be a captain instead of a senator. Nor would he ever have become a banker and thus have set at naught all the traditions of the Weekes family for self-respecting, capable and wholesome poverty.

And yet a psychological analysis of inherited traits might show that the senator comes naturally by his talents in public affairs and finance. Any inquiry into his personality must include the Wingates, the chief of whom, John, an Englishman, emigrated to New Hampshire in 1660.

The Weekes and the Wingates intermarried during the second American generation—the Weekes to continue as farmers, with an excursion into potato starch, as has been recorded, but the Wingates to become soldiers, preachers and statesmen. Paine Wingate, for example, the great-grandson of John, was a member of the Continental congress and later a senator from New Hampshire.

A Big Man Physically.

John Wingate Weekes of Massachusetts, in his name, therefore, goes back to the middle of the seventeenth century. Perhaps his gifts are equally as ancient. Wherever they originated, he has made good use of them. He is well-to-do—but has less money, perhaps, than is often represented—and nation gives its officers the training that is given to the naval officers of the United States. And the men in our ships, coming from farms and villages, in large part, are the finest morally and physically afloat.

"In my days, back in 1880, let us say, the sailor on shore leave who returned to his ship sober was keelhaunched or otherwise punished by his mates. All that has changed. Intoxicated sailors are seen no more on the streets. Our men are sober, serious and capable. When an estimate of any navy is made, the personnel, as well as the ships, must be considered.

Lessons of the War.

"So I had thought that only Great Britain excelled us as a naval power at the outbreak of the war in Europe. Since the war started, France and Germany have been building ships. Our rank just now, therefore, is uncertain. But we have a good navy. Still, it should be much larger."

"Has the war taught the world any naval lessons?"

"A great many. It has shown the value of aeroplanes, which are now known as the eyes of the fleet. They are very necessary as scouts. Leaving the deck of a vessel, they can easily locate the enemy and are therefore of the greatest possible use in the events that occur before a battle.

"The submarines, too, it has been learned, are of a real and practical service. All officers think they have become a permanent addition to every navy, but there is some disagreement as to their general utility. Can a swarm of submarines, for instance, go to sea, meet a fleet and destroy it? The question cannot be answered until such an attempt has been made and either failed or succeeded.

"I asked some of the highest military authorities in the country if 1,000 submarines, along with mines, could safeguard the United States against invasion—the mines to blow up the enemies' ships off shore, if any happened to get that near, the submarines having met the rest of the armada. They said they would not be able to distance from our coasts. The answer was that such a measure of protection as invasion of the United

States would, to say the least, be made very difficult. "You see, no one can tell as yet what part the submarines will take in the wars of the future. Their uses are slowly being developed, and we cannot know what they are capable of doing until the French or British fleet meets the fleet of Emperor William."

"Also, it has been learned that battle cruisers are required to bring a navy up to its highest efficiency. Cruisers formerly were used as scouts and to hunt down and destroy the merchant ships of an enemy. They were swift, but not heavy enough to take a place in the battle line when large vessels were engaged.

A Sea Battle First.

"The modern cruiser, however, can fit-in, being covered with armor and armed with large guns. Steaming 20 knots an hour, it can run all around a fleet of dreadnaughts and pump shells into them from a long distance and from any angle. Our navy must have battle cruisers, besides a great many submarines and aeroplanes, if we mean to be in a position where we can protect ourselves against injury, insult or dishonor."

It should be always remembered," Captain Weekes went on to say, "that our navy will be our first line of defense. American ships will meet foreign ships before there is a battle on shore. If the United States goes to war with any nation in Europe or Asia, the fleet of the United States will fight for the supremacy of the sea.

"No invading army will set out for America until it is safe from attack by our fleet. So long as our fleet is afloat, no army will venture to start for our shores. Moving troops from one country to another is an immense undertaking, even when it is safe to do so."

"Four hundred large ships, for example, would be required to transport an army of 250,000 men from Japan to the United States. Armies traveling by water have to carry their own artillery, ammunition and horses. Japan would not send 400 large ships out into the Pacific unless its fleet had fought and defeated our fleet. Nor would Germany or any other country in Europe attempt an invasion of the United States so long as our fleet, decks cleared, was waiting in the Atlantic.

"Looking to the East, I can see no probable danger that is likely to occur in the near future, unless the allies are thoroughly beaten by Germany, or unless Germany is thoroughly beaten by the allies. If the war is practically a draw at the end, the efforts of all the great nations to maintain an equilibrium of power will keep them entirely engaged for some time with their own affairs."

"Do you believe that a trade war against this country will follow the restoration of peace in Europe?"

"Such a war will come—there is no doubt of it. Loaded with debt, burdened with taxation, Europe will turn with energy and ferocity to the work of rebuilding. The factories in Europe, except in Belgium, Poland and Northern France, have not been shut down nor burned. Indeed, new ones have been built. Industrially, save in the places I have named, Europe is better situated now than when the war began."

Facts to Be Faced.

"Things have been speeded up in Great Britain, Germany and France. The seas are covered with new ships, are running. They will be running after the armies at the front have been sent home, but instead of making cannon and ammunition, as at present, they will be operated night and day in the production of goods for the American markets.

All Americans, no matter whether they call themselves Democrats or Republicans, ought to have courage enough and wisdom enough to face the facts. Europe is being re-equipped in Europe, and in this country if we do not defend ourselves. You spoke of an invasion by soldiers. There can also be an invasion with products.

I favor all kinds of defenses—military, naval, financial and industrial. And right here at home I think some of us need defense against fallacious ideas. For instance, this is a great business, and yet we hear many suggestions that business be taken out of the ownership of private individuals and be developed and made it wonderfully successful, so that it can be turned over to the national government.

Business ought to be regulated, but we have regulated the railroads so vigorously that the nation is bankrupt, although they are surely needed in some parts of the country. For example, the time has come when the railroads cannot borrow money for short periods on as advantageous terms as can other lines of big business. And yet transportation, next to agriculture, is our most important industry.

Government ownership and operation improve the situation? No; the situation would be made worse. State ownership and operation has failed in France, Canada and other countries. Here, in this country, the operating charges went up 30 per cent in three years. More than 5,200 new men were employed on the tracks, engineers, conductors or trainmen, porters and other little politicians, places for whom were found around the general offices and at the stations.

Government ownership in the United States would add 1,750,000 men to our office-holding class, and Congress would fix their salaries. Freight rates, I am sure, would be higher than at present and the consumers—the men who work—would be losers and not gainers.

MAYOR CHARLES W. BRYAN.

Mayor Bryan favors a reduction of the telephone rates in Nebraska to a reasonable basis. He favors a uniform system of scientific good roads building under the direction of state and county engineers and the use of all public labor possible on said construction. He favors municipal ownership of all public utilities to protect towns and cities against exorbitant rates. He favors state hall insurance. He favors the development of the water power of the state by municipal, county, and state development, so that cheap electric current can be

distributed to light the homes and operate the machinery in the towns and on the farms, to furnish heat in place of high priced coal, and to operate

interurban railways throughout the state. He favors permitting the farmers to vote at primary and general elections by mail to save time and for convenience.

Mayor Bryan was permanent chairman of the Nebraska State Dry Federation mass meeting and assisted in drafting the dry constitutional amendment. The reforms he advocates are non-partisan and in the interest of the people of the entire state. If elected Governor, he will urge the passage of legislation to enforce the dry constitutional amendment if adopted and will take the lead in securing other progressive legislation needed to protect Nebraska people and develop the state, the same as he has done as Mayor of Lincoln. Insure the nomination of a dry progressive candidate by voting for Charles W. Bryan, primaries April 18.

Home Work for Students.

Following is a letter which Frederick Leighton, principal of the Oswego, N. Y., high school, addressed to the parents and published in "The Paladium," of that city, on February 7. We reproduce it by request.

During the past year or two many parents have expressed themselves as being greatly surprised when I have said that the average high school student needed to study from two or three hours a day at home.

"The amount of work to be accomplished in each subject in the high school is determined by state and not by local authorities. Consequently about all the local teachers can do, so far as the amount of work to be assigned is concerned, is to divide the whole into about as many lessons as there are school days in the term and attempt to get the students to prepare it.

"To complete a high school course in four years, it is necessary for a student to recite eighteen times a week exclusive of laboratory periods. The average student recites about twenty times a week, or an average of four times a day. The school time of each day is divided into seven periods of about forty minutes each. If a student recites four periods a day, he has about three forty-minute periods a day, or about two hours left for study in school. The average high school lesson requires from an hour to an hour and a half for its preparation. Assuming then, that a student has but four lessons to prepare each day and that each averages one and one-fourth hours, it would require five hours a day to prepare them. If the student has but two hours a day when he can study in school he must study three hours a day outside of school or he must neglect his work and take the consequences, which is usually failure.

This of course refers to the average student. Some can prepare four lessons in less than five hours. Others require more than five hours for preparations of four lessons.

"Of the hundreds of cases of poor work which have been referred to me fully ninety-five per cent of them have been due to the lack of home study. In nearly every case both the student and the parent have acknowledged that there was little or no regular studying at home. Many of the students have acknowledged being out from two to seven nights a week without pretending to do any studying at home. In some cases the students have acknowledged that they have spent an hour or so over their books at home but haven't studied. If parents whose children are not studying regularly at home from two to three hours a day will take the trouble to inquire at the school, almost without exception they will find that their children are failing in one or more subjects and that they cannot complete the high school course in four years. High school students, like adults, are quite ready to explain their failures by laying the blame on someone else and calling the attention of their parents to the fact that "nearly everybody failed."

A wise parent can hardly afford to accept such explanations without inquiring at the school for the school's side of it. One boy explained his failure to his father by telling him that everybody in his class, except one girl, failed and that girl was a "sissy" who studied all the time.

Investigation revealed the fact that twenty-one out of the twenty-four passed above seventy per cent, and that this boy was the only one in the class who stood below fifty per cent.

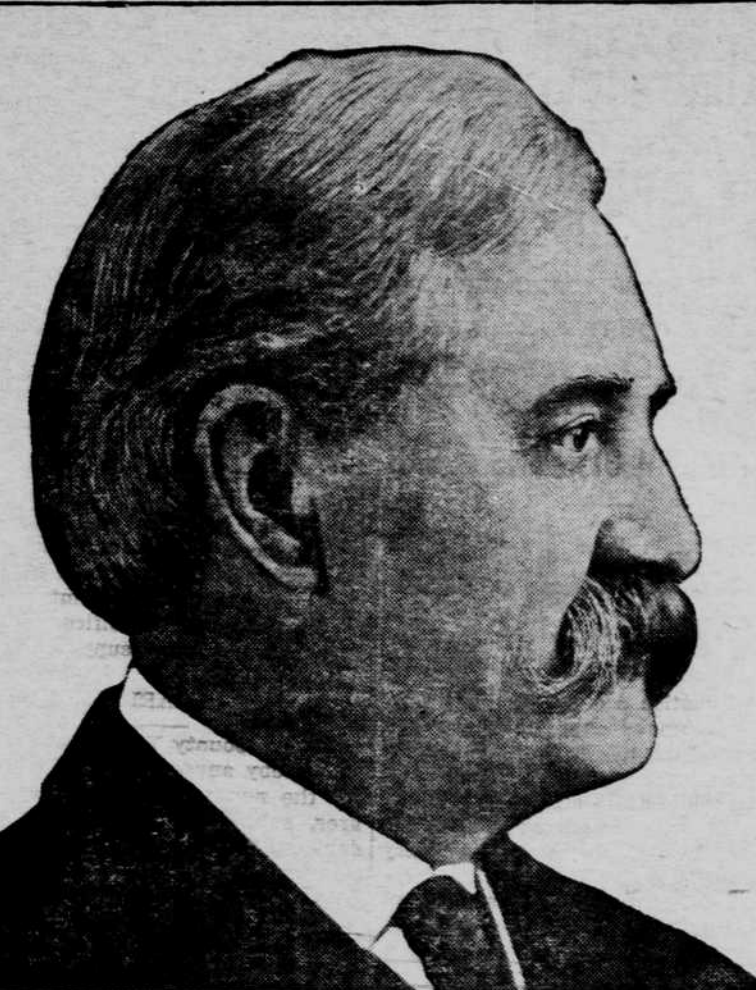
"In September, 1910, one hundred and thirty-one new students entered the high school. Of these only twenty-six kept up their work, remained four years, and graduated in 1914. In September, 1913, one hundred and forty-nine new students entered the high school. Of these only eighty-nine are now in school and only thirty-nine have kept up their work. No doubt some of them left school because the school failed to offer such instruction as they needed. Others left because of financial conditions.

However, the strange fact remains that scarcely any left who kept up their work while in school. Is it not reasonable to suppose that if these students who left had begun at once, on entering the high school, to study regularly and persistently at home and had stayed home evenings, that they might have kept up their work and remained in school and graduated? Many students enter the high school whose parents seem to pay no attention to their failures until they have gotten so far behind that there is little hope of their ever making up their work. The time for parents to take an interest in the home study of their children in high school is the day they enter school and not a month or a year after they have been failing.

"Home is a very good place for a high school boy or girl between six o'clock p. m. and seven a. m., especially on Monday, Tuesday, Wednesday and Thursday, when school is in session. If more of our boys and girls were in their homes at these times and had regular hours for study, we would have fewer failures in school, larger graduating classes, fewer parents with heartaches over the wrongdoings of their children, and a better community in which to live.

"The work in the high school is very different from that in the grades.

FOR PRESIDENT
ALBERT B. CUMMINS
U. S. Senator From Iowa



"THE MAN WHO CAN WIN."

Some of the reasons why Senator Cummins is entitled to the support of Nebraska Republicans:

- He is a statesman of the highest and best type.
- He is not an EXPERIMENT.
- He is one of the strong men of the U. S. Senate and one of the great men of the day.
- He is the one announced candidate who can unite all factions and lead a united Party to victory in November.
- He is not being urged on mere Faith—his views on the great questions of the day are known to all and are approved by Republicans everywhere.
- He is a true friend of the Farmer and Laborer.
- He is the only candidate from the West and for the first time in the history of the Party the West has a real chance to nominate a western man.
- He is strongly opposed to War.
- He is just and fair to all Nations and all people.
- His many years of faithful and superior public service and his masterful achievements entitle him to the hearty support of Nebraska Republicans.

His name will be on the ballot.

The "SILENT SMITH"

Model 8 shows what should now be expected of a typewriter.



The success of the L. C. Smith & Bros. Typewriters has been due to the fact that the wants of the user have dictated its construction. The user has decided in favor of certain improvements now incorporated in Model 8. Among them are:

- Silence of Operation—The most silent running efficient typewriter ever placed on the market. Absolute silence has been very nearly attained.
- Decimal Tabulator—A help in billing and tabulating. There is no extra charge for this convenience.
- Variable Line Spacing—Enables the operator to start on a given line and space from point of starting; also to write on ruled lines whose spacing varies from typewriter spacing. A great help in card work.
- Faster Ribbon Feed—Insures new place of impact for each typeface.
- Choice of Carriage Return—Upon special order the new left hand carriage return will be furnished in place of the right hand return.

All the important features of previous models have been retained—ball bearing carriage, typebars and capital shift, back spacer, key-controlled ribbon, removable platen, protected type, flexible paper feed and automatic ribbon reverse.

Write for New Catalog of Model 8. It will explain why the L. C. Smith & Bros. Typewriter is a synonym for superior service.

L. C. SMITH & BROS. TYPEWRITER COMPANY
Factory and Home Office, SYRACUSE, N. Y., U. S. A.
1819 Farnam St., Omaha, Neb.

TEAM FOR SALE.
Young team, coming five years old this spring, weight about 2,700. Call at C. J. Larson's farm, three and one-half miles southeast of Loup City. 14-3

BAZAAR AND SUPPER.
The ladies of Cleora church will hold their bazaar and sale at the O. G. Hunt home Thursday evening, on April 13. Supper will be served from 5 till 9. Everybody invited.

Car Pure Seed Oats.
I will have a car of pure seed oats on track Thursday, April 6th. These oats are grown north of here and all raised by one farmer.—E. G. Taylor.

Eggs for Hatching.
Rhode Island Red eggs, 25 cents a dozen. Phone 9012.—Mrs. C. C. Christensen. 13-5

Eggs for Hatching.
Pure Barred Rock eggs.—R. L. Arthur.

Eggs for Hatching.
Single comb mottled Anconas, \$1 per setting of 13.—L. L. Conger. 16-3