

LITCHFIELD EVENTS.

Sam Estabrook shipped a car of hogs on Tuesday.

Fred Robinson was a passenger to Lincoln, on No. 49, Tuesday.

Mrs. Ed. Robinson came up from Hazard on No. 29, Tuesday.

Guy Richmond shipped a mixed car of hogs and cattle, Tuesday.

Aaron Eberlee returned from his trip to Omaha, on No. 43, Sunday.

John Mead shipped a load of cattle to the Omaha market on Sunday.

Mrs. John Shipley returned home to Hazard on No. 49, Sunday morning.

Homer Hockett shipped a load of hogs to Grand Island, Sunday morning.

A. D. Jones shipped a pig to Amos Hall at Raco, Neb., that weighed 125 pounds.

A. D. Jones sold a young poled Durham bull to P. H. Schmiegel near Saratoga.

Miss Holcomb, who has been visiting Mrs. Miller, returned home on No. 29, Tuesday.

The Howard Brothers shipped a car of mixed stock to the Omaha market, Tuesday morning.

A. L. Fletcher has the old school house moved down into his corner lots on main street.

Mrs. Bert Taffee returned to Omaha on No. 49, after spending a few weeks visiting with her parents.

Mrs. John Weber came home on No. 29, Tuesday evening, John, although much better is still in the hospital.

E. C. Achenbach shipped a load of hogs to South Omaha on Wednesday. Charles Duncan went down with them.

H. Bachus and C. E. Achenbach each shipped a car of hogs on Tuesday. Art Marsh went down with Achenbach's hogs.

Mr. Purcell, father of F. G. Purcell, and Miss King came down on No. 49, Saturday morning to spend the day with the Purcells.

A. C. Wall and family left on No. 49 Saturday morning for an extended visit at Henderson, Neb., and from there to Kansas.

J. P. Mosgrove was a passenger to Omaha on No. 49, Tuesday morning to consult a specialist, as his eyes are troubling him again.

Mr. and Mrs. John Webber were passengers to Grand Island on No. 49, Friday morning, John went down for medical treatments.

Mr. and Mrs. Guss K. Weitzel came in on No. 42, Friday morning to visit Mrs. Weitzel's parents. They brought a third party with them this time.

Mr. and Mrs. W. J. Heapy went to Hazard on No. 49, Sunday morning. W. J. will return on No. 29. Mrs. Heapy is principal of the Hazard school.

Mr. and Mrs. Marsh and son and daughter were passengers to Ravenna on No. 49, Sunday, to visit with the latter's sister, returning on No. 29.

Mrs. Elias Butler went to Lincoln on No. 49, Tuesday, to bring home her boy who has been in the hospital for some time. He was greatly benefited.

George Dickerson and Henry Duncan shipped a load of hogs, also Thos. Haller, Wednesday. George Dickerson and Henry Duncan accompanied them.

Dr. Chase and wife drove over from Loup City, Tuesday afternoon. They brought over Mr. and Mrs. Rollie Shet-

ter, who will take the train for Hemingford.

Mrs. Lillie King, mother of Mrs. F. G. Prcell, came down from Broken Bow with Miss Labert Dyrast on No. 49, for a days' visit, returning on No. 29, Wednesday.

George Kensler had the misfortune to break the radius rod in his car and lost control of it and it turned over breaking the top and the windshield and bending the front axle.

The old lady Mrs. Theodore McCosh, passed away about 6 o'clock on Monday evening. Her husband died a year ago. She has been sick for some time. I understand the funeral will be Wednesday afternoon.

It has been said by a few knockers, that Litchfield was the poorest market in the country. How is this; Last Friday, Chris Peterson of Hazard brought up seven loads of wheat to the Litchfield elevators that brought him nearly \$100 per load.

Henry Bichel was in town doing business, Friday afternoon. He informs me that his father, Fritz, is home from an extended stay at the Excelsior Springs resort, Mo., and that the rheumatism has left him for a time and that he is as nimble as a kid.

Harve Chapman went to Broken Bow on No. 29, Monday evening to meet his daughter, Ruth. (Mrs. Paul Workman.) They are moving down from Bayard to farm Harve's place. Paul Workman arrived here on No. 44, Monday evening. His car of emigrant goods arrived in the night.

Two cars of emigrant goods and stock came in on No. 109, Tuesday evening. Charles Helrod, S. E. and Otto Helrod shipped in. Charles Helrod goes on to the Frierson place lately occupied by Foreberger. S. E. Helrod goes on to the Eps place occupied by A. C. Wall, and Otto goes on to the Frank Fener place.

Bert Gates and son of Broken Bow, came down on No. 49, Tuesday to buy one or two white faced bulls. They went out to the Bichel ranches and said they saw some very fine cattle, but were all sold out of the kind they wanted except three that Fritz was feeding for the Herford sale to be held at Grand Island.

Miss Marie Duncan came home from California to be near her brother who is down sick with th typhoid fever. Marie left here semi-paralyzed, but her few weeks residence on the coast did for her what the doctors at the hospitals could not do here. She is now better than she has been for years. I understand solely on climate and without any medical assistance.

WILL EUROPE LEGALIZE POLY-GAMY?

The enormous slaughter of men has started the sociologists to debating the question of whether or not, at the close of hostilities, Europe will be forced to legalize polygamy, or resort to some other such expedient to provide mates for its millions of unmarried women.

Although perhaps not generally known, precisely such a condition was faced in Europe at the end of the thirty ears war, and it was met by legalizing polygamy until a relative balance of the sexes was again established, when the laws were repealed.

It is estimated that should the war continue for two years longer there will be in the countries involved not less than twelve million females in ex-

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cess of males. Hence it can be plainly seen that the problem confronting those countries is serious indeed.

Europe, aside from the purely material losses which she is sustaining, and which are almost beyond conception or computation, is facing a certain and serious check to civilization. Possibly no other condition would so retard the march of progress as a return, either by choice or necessity, to this degrading practice.

The twentieth century mind revolts at the idea of polygamy. Not only is this true of Americans, but of Europeans as well. This being true, what effect would it have upon the people should such a practice be revived?

To a race familiar with and accustomed to the practice it may appear justifiable and right. But to a people who for centuries have been taught to regard it as contrary to the laws of nature the effect is certain to be demoralizing to character. Even those who would be constrained to practice polygamy would be forced to regard themselves as living in adultery.

How truly should every American thank his God that our land has been spared the horrors that face our cousins across the water, and how firmly each should determine that, come what may, we will never be dragged into that conflict and participate in that slaughter except in actual defense of our own shores.

America today is the white hope of civilization. The destiny of the race lies in the American hand to shape as it will. That we may be true to our highest ideals is the earnest prayer of every intelligent soul within our borders.

Polygamy could never even be considered in this country.

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THE NEW HOME SEWING MACHINE CO., ORANGE, MASS.

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It will soon be time to "clean up and paint up." And while we are about it let's clean up, paint up, and stay up.

To spend a few hours and a few dollars on your yard and property this spring and then forget all about it for the next five years to come is the poorest kind of economy. It is even a first-class extravagance, for the moment a piece of property becomes "rusty" deterioration rapidly sets in and rushes right on to destruction. A few dollars and a little labor in periodical improvements is the best investment you can get on your investment.

And what is good for you is equally good for the town, the county, and the state.

Give your child a nickel occasionally. It will never break you, and it will give the child its first lessons in the art of handling money. But most important of all, teach it to save two cents of every nickel you give it. That will teach it thrift and the art of saving. Let it take its pennies out and count them over. Every time it counts them it will want to add a few more to the pile. That will inculcate the art of accumulation. But don't let it depend on what you give it. It should be taught to earn money, and the first lesson should go with the first nickel. That will demonstrate the necessity and increase its capacity for work. And in after years, when success has crowned its efforts, it will look back over the lapse of time and tell others that it had the best father and mother that God ever permitted to live.

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ASLEEP AT THE COAL BIN.

To most Americans it will come as a shock to learn that our own trade with the Philippines is largely dependent upon British coaling stations. Now that England needs all its own fuel, it has decreed that independent shipping will hereafter get none. Here is another example of the shiftiness work of our government. Congress haggles for months over pork-barrel appropriations and neglects a primary business proposition such as coaling stations for our own ships. What would be said of a railroad that forever kept its fuel supply in the hands of a competitor who might stop the supply any day it saw fit to do so? But our government affairs, being conducted primarily on a partisan political basis, are left in a slovenly condition. Since the United States mines far more coal than any other nation, it should furnish all the coaling station facilities which could be needed for our own use.—Philadelphia Public Ledger.

"DO UNTO OTHERS."

Friend, have you ever asked yourself the question? "Is my neighborhood any the better for my presence in it?" Has your community life been such that were you to remove to some other locality you would be really missed, and missed with regret?

We believe that many of us who consider ourselves good citizens and good neighbors, if we were to seriously consider this question, would be somewhat puzzled to find the correct answer.

We all know people of our community of whom it were idle to ask this question that they are a real asset to any community that is so fortunate as to claim them. Let us, then, in the light of their lives, truthfully and impartially judge our own lives, and let us profit by that judgment.

All of us know that good angel of the neighborhood. Frequently she is a frail little mite of womanhood, quiet and unassuming, with the most humble appreciation of her own virtues. Yet whenever sickness or sorrow develop in the countryside we instinctively look to find her in attendance, ready to efface herself in her ministrations to others; giving of the faith of her own large heart to sustain the failing courage of those in need.

And who does not know the handy man of the community? He is always busy, yet never so busy that he can not grant a favor to a neighbor. He is the man who, when he starts to town, is hailed by every housewife on his route and loaded down with commissions and orders to be filled, until frequently when returning home his neighbors get most of his load. He is also the man you send for if you have a sick horse or cow; if your crops do not turn out to suit you, you consult him. You call on him, if a subscription is to be circulated, and he is always ready to not only chip in, but he cheerfully takes the paper from house to house and from man to man until the object is attained. In fact, when we contemplate the number of "thankyou" jobs he gets through with in the run of a year we often wonder how on earth he has found time to attend to his own affairs. But he has, and he has attended to them well.

The truth is that we all waste many valuable hours and days that might better be given to these kindly ministrations to others' comfort and pleasure. We wonder our own cares and perplexities, burdens and sorrows, until they loom as mountains in our pathway, obscuring our neighbors and their affairs, until we frequently forget that they too, have cares and sorrows, many times more grievous than our own.

It would be of real benefit to us if we could at times forget self, and enter into the joys and sorrows of others.

Try it, friend, and you will be sure tried to realize how soon the care and sorrow have flown from your own life and left naught but joy and peace in their stead.

PLEA OF UNORGANIZED RAILWAY LABOR.

A petition signed by 300,000 railway men who do not belong to any labor union, asking congress for consideration of their case as well as that of the brotherhoods, has been introduced into congress and seems to have been treated with scant courtesy. One of the union railway heads says it is nothing more than a trick of the roads to befog the situation and to give advertising to unorganized labor. We do not know whether or no such is the case. We have not the slightest reason to suppose that it is, but that really has no bearing on the situation. If one class of railway employees is to have its wages regulated by congress there is no doubt that all de-

serve the same treatment.

What has displeased American sentiment in the last few weeks is the arrogance of the four brotherhoods, who seem to assume that they control congress, the administration and the country at large. They have been obliged to give up the threat of a strike if litigation over the Adamson law continues, but that is all which they will concede. Apparently they have no use for the great mass of workers on the railways which are unorganized. They even have gone so far as to make it plain that they never will consent to the President's plan of an anti-strike and arbitration law in connection with our railways, similar to the Canadian law.

President Wilson is entirely right in demanding some such law, because we ought not to live under the menace of a universal strike on transportation systems. No one supposes that if the Adamson law is upheld that it will be a finality. It is only a beginning. We need laws which will put the public interest superior to that of any private organization of employees. If the President fails to get such a law through congress it will be the greatest failure of his administration.—Philadelphia Inquirer.

FARM BORROWERS READY FOR BUSINESS.

The troubles of the Federal Farm Loan Board are about to begin. It is officially made known that more than fifty thousand farmers have applied for mortgage loans under the Farm Loan act, to an aggregate amount of one hundred and fifty million dollars.

The rural credits legislation was widely advertised during the campaign by democratic spellbinders, the Administration claiming credit for the benevolent arrangement was favored by an overwhelming vote in most of the agricultural States. West and South, and now, quite naturally, the voters are ready for the promised money.

They will not get it right away. The government land banks, the money sieves, have not been set up yet. Some of the fifty thousand—and there may be fifty thousand more in a short time, will never get it. The government, in the role of Lady Bountiful, will not be so "easy" as the stump speech assurances have suggested. And there must be certain preliminaries—because of the government way of doing business, the preliminaries are apt to resemble red tape. The Farm Loan act does not omit to provide plenty of it. The eager applicant will not walk into his nearest Federal bank, ask for the money and get it with the ease and grace with which he would negotiate the purchase of a sack of chicken feed. Some of the fifty thousand, very likely, who have applied thus early have a feeling that a postal card, or a telephone call, will bring the wanted funds. They will be disillusioned.

Fifty thousand would-be borrowers already—one hundred and fifty million wanted right away—an average of three thousand dollars to each one, a mere trifle for government to hand out. Unfortunately, the authorized capital of each of the Federal Land Banks, when ready for business, will be only \$750,000—nine millions for the twelve institutions provided by the act. The applications for loans, before the doors are open, thus aggregate seventeen times the loaning fund.—Providence Journal.

ESTIMATE OF EXPENSES

The following is the estimate of the expenses for Sherman county, Nebraska, for the year 1917, as fixed by the Board of County Supervisors:

Emergency bridge	\$4,000.00
Bridge Fund	15,000.00
Road fund	2,000.00
General fund	22,000.00
Court house	18,000.00
Fair association	776.40
Dated this 9th day of January, 1917.	
L. B. POLSKI, Co. Clerk.	

TO VOTE ON DRY QUESTION.

Cheyenne, Wyo., Jan. 15.—The Wyoming senate today passed a bill submitting prohibition, as a constitutional amendment, to the people of the state in 1918. The bill now goes to the house.

PREPAREDNESS WITH A PUNCH.

Much has been said and written during the past two years as to national preparedness from present indications it would appear to be the policy of the country to bring defensive preparedness to the point where we will feel secure should the unforeseen occur. This policy is resulting in the building of larger and more modern battleships, more efficient coast defenses, the strengthening of the army and such like precautions.

This is good as a present precautionary policy, but something more than these measures are needed if we are to be a thoroughly prepared nation.

As to the advisability of reasonable preparedness, there seems to be little doubt that it is needed, at least for some time to come. Europe is war mad. Mexico is a hotbed of insurrections. Unrest and a lust for blood prevails throughout the globe, and at any time we may be forced into a war not of our seeking.

Hence if we are compelled to fight, we should by all means be prepared to fight.

And this brings us to the question of soldiers. Without them, of what avail is armament? When the call for the mobilization of all state troops came from Washington, how many responded? How long would such a pitifully small army last in such a conflict as now rages in Europe?

The truth is, we need to educate more soldiers. Not more professional soldiers, but more emergency soldiers. We need to teach our boys and young men not only patriotism, but effective patriotism, for patriotism minus efficiency is a mighty weak article. It must be backed up with a punch.

Why not, then, along with a love of country, teach our young men to defend the country they are taught to love?

The simple truth is, every school in the land should be a miniature military training camp. Young men should be taught military tactics and trained in the manual of arms as thoroughly as they are drilled in the arts, sciences and classics. No able-bodied young man should be permitted to graduate from a high school, college or university until he is capable of stepping into the ranks as an efficient soldier. Not as a matter of arousing a military spirit, but as a matter of practical defensive patriotism.

Your neighbor may loudly proclaim his love for his family, but if he is unable or unwilling to protect them when danger threatens you are forced to conclude that his love is a very weak article.

Just so with a love of country. It must have a Punch behind it.

The only way to put the punch into the man is to train it there in the boy, and the logical time is right along with his other training.

There is always a better way, but there are so many crooks and turns one often gets off the path.

There is one sure way to make a success of anything you undertake. Simply go ahead and make it.

Monarch Sootless Lump
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CANON CITY AND NIGGERAEAD
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CARE OF ENGINE.

At this time of year much damage is done to automobile engines (and other engines as well) due to pistons seizing the cylinder, is the word that comes from the agricultural engineering department at the state university farm.

This causes the cylinder walls to be scored, and in many cases they are practically ruined. The reason for this is that in cold weather cylinders and water jackets warm slowly, while pistons and rings get hot and expand with the first few explosions. Therefore, if the engine is allowed to run at a high rate of speed before the whole engine is warmed up, damage is apt to occur, especially with comparatively new cases which have pistons fitted very tightly.

This condition is aggravated because oil does not run freely. There is nothing to be gained by allowing the engine to race, while there is considerable loss. There is no harm in allowing it to run idle at a fair rate of speed until it is warmed. In fact, this may be advisable.

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