

HOME NEWS

Bulletin of The Week's Doings

Frank Cowden was in Bryon Saturday. I. W. Edson was in Guide Rock Tuesday. Wad. Tate of Missouri arrived in town Monday. Ben Hudson of Guide Rock was in town Monday. Coats and Suits at 1/2 Price for Cash. - Miner Bros. Co. Editor Edson of the Argus was in Cowles Tuesday. Will Shoemaker was in Orleans last week visiting relatives. Mrs. Frank Starr is visiting in Lebanon, Kas., this week. Mrs. Curtis Goer is on the sick list with the measles this week. Representative G. W. Lindsey was home from Lincoln Saturday. John Tomlinson was a passenger to Guide Rock Tuesday morning. Col. J. H. Ellinger and Floyd Turnure were in Rosemont Friday. Art Gillett is able to be down town once more after a few weeks sickness. Mrs. Back of Boulder, Colo., is visiting with Mr. and Mrs. Dave Kaley this week. Attorney Brulaker of Superior was in town this week attending district court. Gene Smith of McCook spent a few days here the last of the week with relatives. Miss Laura Beck was home from Franklin over Sunday visiting her mother, Mrs. Hedger. C. M. Smith and Chas. Woods are in the western part of the state this week buying horses and mules. Go to Miner Bros. Co. for all your wants in Women's Wear and to Dry Goods, Groceries and Shoes. The Misses Edna Tolley and Emma Schultze of Guide Rock are in the city this week visiting relatives. Joe Dettory and Miss Ethel M. Thompson, both of Guide Rock, were married by Judge Ramsey Wednesday morning. Mrs. Sista Ludlow and daughter Lucy went down to Red Cloud Monday morning, being called there on account of the serious illness of Mrs. Dora Geor. - Wednesday's Franklin News. The following couples were granted licenses to wed this week by Judge Ramsey: Monday - Christl Vonholten of Orleans and Lena G. Shannon of Red Cloud; Wednesday - Clarence Gay and Ella M. Giger, both of Guide Rock. The thoroughbred stock breeders of Smith County will hold a combination sale Feb. 26th, consisting of Percheron horses, Durham, Hereford and Holstein cattle, and Poland China hogs, about 75 head all told. - W. H. Lewis, Sec'y. L. D. Thomas, aged 69 years, one of the early settlers of Webster county died at his home in Cowles Friday morning after a short illness. He leaves a wife and five children to mourn his death. The funeral was held Sunday and interment took place in the Elm Creek cemetery. Dr. F. M. Marquis went down to Red Cloud Wednesday morning to make a first inspection of a new serum plant which is just being started at that place by Mr. Miner. He informs us that he may be stationed in Franklin permanently, as there are several serum plants in this territory over which he will have supervision. - Franklin News.

Yes—Many People have told us the same story—distress after eating, gases, heartburn. A **Rexall Dyspepsia Tablet** before and after each meal will relieve you. Sold only by us—25c. H. E. Grice Drug Co.

Frank Cowden was in Hayes Center Tuesday. Col. Ralph Peters was up from Guide Rock Tuesday. Coats and Suits at 1/2 Price for Cash. - Miner Bros. Co. FOR RENT—A good 5-room house Hutchison & Saladen. adv. George VanCamp returned from Omaha Tuesday evening. Deputy Fire Warden H. P. Requette of York is in the city this week. Mr. and Mrs. Robt. Avery and son returned home from Omaha Saturday evening. Miss Cora Weesner arrived home Saturday evening from Atlanta, Georgia. All Kodak films bought of Stevens Bros., developed free when order for prints is given. Mrs. Harvey Brown and two sons of Smith Center, Kas., are visiting Mrs. W. L. Weesner this week. James Silvey and wife of Inavate spent Sunday in this city with her parents, A. D. Wonderly and wife. Simon VanBoening of Rosemont who is sitting on the jury this week made this office a pleasant call Monday. E. G. Turnure and wife returned home Tuesday evening from Metford, Oklahoma where they had been visiting. Tress Hatwood returned home Sunday morning from Eureka, Arkansas, where he went with E. W. Ross' car of household goods. E. H. Newhouse, Ed Hanson, Art McArthur and Dan Grier were in Franklin last Thursday evening attending a lodge meeting. Dr. Warrick, The Specialist, will examine, cure, nose and throat patients and those needing glasses fitted at Dr. Dummer's office in Red Cloud, Monday, February 14. **Farmers** At last rates and terms to be had in Red Cloud. Call for most State Bank of Red Cloud. C. E. CATHER. **A Convenient** requires a food tonic that will rapidly build up wasted tissue. **Rexall Olive Oil Emulsion** is a most reliable prescription which we always recommend for that purpose. H. E. Grice Drug Co. **Railroads of Nebraska** **Losing Thousands** (Continued from page 8) to some substantial relief? The population per square mile in Massachusetts is 141, in New York 201; in Pennsylvania 181, in Ohio 122, while in Nebraska it is only 16. If under these circumstances the Eastern lines need relief, can there be any doubt about the justice of the plea made by Western roads? **Facing Grave Problems** Unquestionably we are facing some of the gravest problems that ever confronted us as a Nation—and these problems grow largely out of a war which is without precedent in history. True, with a rapidly increasing cost of operation on the one hand and reduced rates on the other, it was merely a matter of time until the railroad question was bound to become pressing—but the great tragedy across the seas has suddenly resolved into an acute crisis a problem which might otherwise have been solved gradually and without any far-reaching industrial disturbances. The United States is a heavy debtor Nation. During the average year our balance of trade against the rest of the world amounts to approximately \$500,000,000, but on top of this we always owe approximately another \$500,000,000, which heretofore we have been able to stand off by selling Europe industrial securities to that amount. Now, however, the great warring countries have served notice that they not only expect us to pay our debts above our trade balances in gold, but that in addition they look to us to buy back from them hundreds of

millions of dollars worth of American securities which are now held abroad. It was to deliver this grim message that Sir George Paish, of the English Exchequer, paid his recent visit to the United States, and when he got through making his statement to a group of big New York bankers, an old veteran financier who has survived many a financial storm remarked to his profoundly silent auditors, "The sheriff, with a writ, is on the doorstep." That a great nation-wide crop next year will give us the largest trade balance we have ever known is undoubtedly true—and yet, with having to finance all our monetary needs at home from this time on and buying back millions of foreign owned securities, the future at best is precarious. However, the heaviest strain of all will come when the war ceases and when Europe begins to rebuild the hundreds of millions of dollars worth of property which has been destroyed—for this period is certain to force the highest interest rates the world has ever known, and if at that time American railroad securities are not earning a fair return upon the investment, nothing can prevent them from going into the financial scrap heap—and it is to prepare for this emergency—to keep railroad securities from becoming a point of national weakness, which will bring the whole temple of American investments tumbling down over our heads—to protect the hundreds of banks, life and fire insurance companies, etc., whose assets are largely invested in railroad bonds, as well as the railroads themselves—this is the fear which is gripping hundreds of financiers, and students of economic conditions in the present hour men, many of whom heretofore have never seriously concerned themselves over the troubles of American railroads. In the present instance, therefore, the railroad crisis is of tremendous importance because in it is involved the still greater problem of the integrity and safety of the whole super-structure of American business. They we cannot shove it aside by a bombastic denunciation of platitudes or minimize it by employing the strategy of an official who is present to all thinking citizens who are sincerely concerned in their own and their country's future welfare. **Up To People Of Nebraska** In few other states have the railroads had a larger share in progress and development than in Nebraska, whose broad prairies they helped to convert from the habitat of roving herds of buffalo and savage Indians—and from last hour to this they have contributed their full share to a story of thrift and enterprise which swells with pride the breast of every true Nebraskan. The last federal census report shows that from 1899 to 1910 the general value of Nebraska farm lands increased 156 per cent—and in view of these facts, had the men and women who put hundreds of millions of dollars into Nebraska railroad securities years ago invested their money in Nebraska farm lands, would not the investment have proven infinitely more profitable for them? And have not the railroads played a tremendous part in these advancing land values in the past, and will they not also have much to do with the value which will be added from this time forward? Have not the interests of the farmer and the railroads always gone hand in hand in this great Western country? Did they not conquer the wilderness together and would the progress of one have been possible without the other? Should not the railroads of this state, therefore, have the good will and friendship of the farmer when all they ask is that they be permitted to earn a reasonable income upon their investment? Splendid as has been our progress in the past, Nebraska today stands merely on the threshold of her true destiny. We have ample room for thousands of additional tillers of the soil. So, too, our splendid inland towns and cities plead for factories in order that we may ourselves produce much of the finished merchandise for which our people spend millions of dollars annually. Again, we still need hundreds of miles of new railroad mileage before we shall be able to make the most of our agricultural and commercial possibilities—and the millions necessary for the construction of these factories and these added transportation facilities will not be forthcoming unless we treat fairly the millions already invested within our midst. No state can rise higher than its people. The state is what its people make it. We are all dependent upon each other. The welfare of the town and the surrounding farms depends upon a spirit of kindly co-operation between those who live in town and those who live upon the farm. Without splendid little inland towns we would have a rural atmosphere which would drive every bright country boy and girl to the cities—while without the farms the towns would wither and die. Even so it is with our great commonwealth as a whole—a commonwealth which for its own sake and for the sake of the great nation of which it is a part should contribute its full share to the "New Day" to which

the President referred so beautifully in a recent address—a day fraught with a broader understanding and justice for every man or interest, whether great or small. At this moment they are a half million men out of work in New York City, nearly 200,000 in Chicago, almost 100,000 in St. Louis, while the Kansas City Commercial Club for the first time in the history of that splendid city is grappling with the problem of thousands of idle men. Truly it is time to think? **The Course Of Empire** Slowly but surely the course of empire is moving westward. Her lands impoverished in fertility, New England, as well as the great nations of the Old World, today look to the Corn Belt for food-stuffs—and sooner or later the center of this mighty nation's wealth will be found here amid the rich valleys of the Missouri and the Mississippi, which, in point of productivity, are without an equal in any similar area upon the habitable globe. Here our people are assured that Nature will always sooner or later amply reward honest thrift and industry. Here our families are farthest removed from those influences which corrode and corrupt civilization. Here American manhood and womanhood find their broadest opportunity, and with a commonwealth so rich in promise and so much in need of additional capital with which to develop its resources, can her people do a wiser thing than to say to the world that every dollar invested in Nebraska enterprise and industry shall be permitted to earn a fair return for its owner from this time forward? Would not such a declaration be fair? Would it not be infinitely wise as a matter of public business policy on behalf of our great state? It is because Nebraska railroads here that Nebraska people will be generously fair—ones they know the truth about this great question—that has persuaded them to make this appeal through the public press. In doing so they have tried to state their side of the story fairly. They have made no attack upon anyone or sought to appeal to prejudice—and that the reader may accord to them the same credit for sincerity which he claims for himself—that he may be willing to raise his voice in defense of their rights as he would expect others to do in his behalf under similar circumstances—this is all the railroads of Nebraska ask. (Paid adv.)

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Men's Boys' and Children's
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SATURDAY, JAN. 23rd
ONE DAY ONLY
We have put all that is left of this year's stock of Women's and Misses' Cloaks on sale at prices that mark the lowest level that this class of merchandise has ever been offered for. ∴ ∴ ∴ ∴
The best values, of course, will go first
Many of these Coats valued at \$27.50
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Remember You Get S. & H. Trading Stamps With Each Cash Purchase
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