

Weather Report
Maximum and minimum temperature according to the government thermometer at Wa-Keeney for the week ending Wednesday noon.

	MAX.	MIN.
Thursday	32	15
Friday	25	11
Saturday	30	9
Sunday	26	9
Monday	29	17
Tuesday	30	14
Wednesday	32	7

The weather has been unusually cloudy and gloomy but with moderate and even temperatures.

Children's Coughs—Children's Colds Both Are Serious

When one of your little ones shows symptoms of an approaching cold, give it Dr. Bell's Pine-Tar-Honey at once. It acts quickly, and prevents the cold growing worse. Very healing—soothes the lungs, loosens the mucus, strengthens the system. It's guaranteed. Only 25c at your druggist. Buy a bottle today.

Bucklen's Arnica Salve for Sores.—Adv.

From Otto Young

Rogerson, Idaho, December 26th, 1914.
Editor World:

Dear Friend: We are located in our new home. We have not been here long enough to tell you how we like the country. The days are fine so far but it gets cold at night.

Mr. Hoover came out with us, he got pretty tired but he is gaining strength now.

Our three emigrant cars came through O. K. Were on the road 6 days but most of the stock came through in good shape. We are on a 280 acre irrigated farm; several of your readers have asked me to write to the World and tell how I like the country, etc. I will do that after I know more about it.

I wish you and all of my Trego county friends a happy and prosperous New Year.

OTTO YOUNG.

Quit Renting and Buy This Farm

125 acre farm 5 miles from Fall River, Kans., in Greenwood county, about 50 acres cultivated, about 40 of which are rich creek valley balance in grass, and lots of timber to always supply the farm and in this timber is as fine feed lots and stock shelter in the winter as anywhere in the state, feed lots never get muddy, 5-room house, nice shade trees, large evergreen trees about the house and yard, good cave, fair barn and cribs, quite a lot of this land is not fit for cultivation, price \$3500, has a mortgage of \$1000 due 1919 at 6 per cent, privileged to pay all or any part at any time, owner will take \$600 or \$700 cash payment and will take \$800 or \$1000 in live stock or he will take a good automobile as his girls are wild for a car and it must be a good one; \$1000 can run one or two years.

W. A. NELSON & Co.,
Fall River, Kans.
—Adv.

Grain and Stock Farm

320 acre farm, in 3 miles of Fall River, Kans., in Greenwood county, it is well fenced and cross fenced quite a lot of hog fence, 100 acres in cultivation most all of which is creek bottom, about 40 acres of meadow, balance used as pasture, lots of fine timber to supply the needs of the farm, fine feed lots in timber, lots of the best of water, 25 acres of alfalfa, all of the land in cultivation is good alfalfa land, has splendid 7-room house, fine cellar, nice shade trees about the house and yard, also evergreen trees, a fine large barn, chicken houses, corn cribs, and one mile to school, cash price \$50 per acre, has \$2500 mortgage, runs 4 years at 6 per cent, all or any part can be paid at any time, will trade this for western Kansas wheat farm not too far west, a great chance for some man to come east.

W. A. NELSON & Co.,
Fall River, Kans.
—Adv.

D. B. Kraus of the Wa-Keeney Hardware Co., is remembering his friends and patrons with a fine calendar. They were made in Germany and are highly embossed and decorated in unusually attractive design. They are the most expensive as well as the most beautiful calendars ever given out by any business firm in Wa-Keeney.

Pete DeBoer and son, Guy, have finished putting up 500 tons of the finest ice that was ever packed in Wa-Keeney. Pete and son are hustlers and will give their patrons excellent service next summer. They are using J. H. Heckman's big ice house to store their ice.

When you want a loan on your farm call or write the Wa-Keeney State Bank.—Adv 42-31.

6 PER CENT MONEY

Loans may be obtained for any purpose on acceptable Real Estate security; liberal privileges; correspondence solicited. A. C. Agency Co., 758 Gas & Electric bldg., Denver, Colorado or 446 Pierce bldg., St. Louis.

Subscribe for the WORLD.

FARMER VITALLY CONCERNED IN RAILROADS

WHAT THE EUROPEAN WAR MEANS TO THE AMERICAN FARMER

That every city of any size in the country is full of thousands of idle men at the present moment is a fact well known to every reader of newspapers—for hardly a day passes that the press is not full of comment about the hungry thousands who stand in the "bread line" and patronize the free "soup houses" in every large center of population. Nor is this state of affairs due to the policy of any particular political, but rather the outgrowth of conditions which have been slowly but surely crystallizing for a number of years. In the first place, the Corn Belt—the great bread basket of the nation—has had a series of slim crops in most sections and this naturally had a depressing effect upon business conditions. Again we have been passing through a period of industrial readjustment—of changing from the loose methods which prevailed a dozen or so years ago over to a policy of strict government control of public service corporations and a sharp inquiry into the conduct of all other large corporations—and, in trying to stamp out the abuses of the past, the pendulum has swung so far in the other direction that so far as the railroads are concerned, at least, it threatens to precipitate the most of them which are not already in the hands of receivers upon the rocks of financial wreck and ruin.

That the depressed financial condition of the railroads is largely responsible for the great army of unemployed was vividly demonstrated by a prominent St. Louis newspaper, the other day when it showed that nine St. Louis manufacturing establishments which deal in railroad supplies employed 14,673 men one year ago, whereas now they employ only 4,503, with a reduction in their pay rolls amounting to \$558,700 per month or over seven million dollars per year. If the effect upon only nine enterprises is as far reaching as this, what would the figures show if they were available for similar industries and the hundreds of other enterprises affected in a greater or less degree throughout the country? Nearly all of these concerns have on hand hundreds of thousands of dollars' worth of finished equipment which was ordered by the railroads a year or so ago, but which they have not been able to pay for, in the meantime, not being able to pay for goods already ordered, the railroads are not placing any new contracts, and unless they receive speedy assistance from the Interstate Commerce Commission and the rate making authorities of the different states the tendency will be for labor conditions to grow gradually worse rather than better.

In last week's article we referred to the fact that the railroads are the largest employers of labor in the United States and that during the last fiscal year they paid out over thirteen hundred million dollars in wages to the army of men and women who conduct their business. We also referred to the fact that they paid out almost a thousand million dollars for steel, coal, lumber and other supplies, of which they are the largest consumers in the country, and therefore the chief support of the hundreds of thousands employed in these great industries.

In view of these facts, is it not plain to any thinking man that it is of tremendous importance to the whole country that the railroads be permitted to earn a reasonable income if the millions of American laboring men are to be kept profitably employed?

Does not any man know that if the thousands who are hunting for work in Chicago, St. Louis, New York, Pittsburgh, Cleveland and other large cities were profitably employed that it would mean a higher price for what the farmer has to sell and that it would be reflected in the receipts of every merchant and the output of every factory in the nation?

In view of such a serious state of affairs, can the average farmer or business man afford to oppose the small increase in rates which is necessary to once more put the railroads upon a sound basis? Is not the amount of passenger fare or freight which the average farmer or other citizen pays out during the year a mere bagatelle when measured against the lucrative employment and the buying power of the millions of American laboring men?

Another Serious Phase

Important as is the employment of labor, there is another very serious phase of this problem which calls for profound thought at the hands of all thinking citizens, and especially the farmer. In last week's article we cited the fact that in their desperate efforts to make both ends meet, many railroads are "burning the candle at both ends"—that in order to

bolster up their securities and keep out of the hands of receivers the rolling stock and roadbeds of many lines have been deteriorating rapidly for a number of years and hence are in no position to handle a big season's tonnage, should the strain of a heavy crop year suddenly descend upon them. That the great foreign war will produce the highest prices ever known for the foodstuffs produced by the farmer is admitted on all hands, and if there ever was a time when he will need adequate and efficient shipping facilities it will be during the next two or three years—and yet we are actually facing perhaps the most prosperous period the American farmer has ever known with many American railroads in a dilapidated physical condition. No sooner had the great European war burst upon the world than Congress realized that our merchant marine was utterly weak and inefficient. Steps were at once taken to make the best of the situation and to repair as speedily as possible our neglected shipping facilities upon the high seas—and that the handicap has already cost the American people millions of dollars during the last few months is so patent that it requires no extended comment. It is one thing to have markets in all parts of the world which have heretofore been supplied by the great warring nations begging for American goods and foodstuffs—but it is quite another thing to have American ships in which to deliver these cargoes.

Will we now add to the neglect of an adequate merchant marine the further folly of permitting our railroads to get into such a weakened physical condition that it will break down under the strain of delivering the products of the farmer and the manufacturing at our ocean ports and thus largely waste the great opportunity for profit which the foreign war will unquestionably bring to us? This is a phase of the present situation which commands the serious thought of every farmer in Kansas and the Corn Belt generally—for here is where the lion's share of the nation's foodstuffs are produced and here is where farmers cannot afford to be hampered by inadequate transportation facilities if they are to make the most of favorable market opportunities.

There is not a single manager of a Central or Western railroad who will not admit that the present supply of first-class freight locomotives and box cars could not successfully meet the requirements of several bountiful crop years—and yet they haven't the funds with which to supply this equipment and thus be prepared for the emergency when it comes—as it undoubtedly will.

Farmers Will Profit

In this connection, it is opportune to say that the American farmer is certain to reap a larger profit from the chaotic conditions which exist in Europe than any other class of tradesmen or citizen. So far as our manufacturers are concerned, while new markets are beckoning to the United States, yet on the other hand, for several years to come, the splendid trade which we enjoyed in Germany, England, France, Austria and Russia on our manufactured products is certain to remain demoralized—and thus we will be fortunate if we do not lose more than we can hope to gain in new fields, with whose needs we are not familiar, and to which it is certain to require some years to adjust ourselves.

It is the American farmer, however, who has no complications ahead of him, and whose flour, pork, beef, mutton and other foodstuffs must be depended upon to make up the shortage which is already looming big in the distance because the harvest fields of the most fertile sections of Europe have been converted into a shambles for the contending armies. Exports of breadstuffs from the United States in November were valued at \$40,250,000, or almost four times as much as in November of last year, while meat and cattle exports amounted to nearly \$14,000,000, or a gain of over 20 per cent over last year, and this despite our miserable shipping facilities on the high seas.

In the light of these facts, was there ever a time when the farmers of Kansas and other Corn Belt states can view the future with as much assurance, or when they can so well afford to treat fairly every other great industry in the nation as now?

Putting it in the terms of sound business policy, was there ever a time when they should do their part to the end that American labor may be profitably employed in all the great channels of industry, and that our transportation system may be kept up to a high point of efficiency, so that it

may adequately discharge the heavy shipping burdens which will undoubtedly descend upon it in the not distant future?

No other single agency in the nation has had more to do with the advancement of land values than have the railroads, and as evidence of this fact, the proximity of the farm to the market almost invariably fixes its selling value. Kansas and every other Central and Western state is still in dire need of hundreds of miles of additional railroad mileage, and these new lines will not be built until American railroad securities are re-established as a paying investment—and this, on the basis of present railroad earnings, is out of the question. Nearly all of our present lines were built years ago, when railroad investments were looked upon with favor at home and abroad, and hence, if there is a class of citizens in the land who should be vitally interested in rescuing the railroads from the pitiable plight in which they find themselves at the present moment it is the farmer. As a matter of fact, were it not so tremendously far-reaching in its effect, the controversy over a slight increase in railroad rates in any great agricultural state would largely resemble a tempest in a teapot—a matter which should be settled in the brief space of time required to apply the remedy. When a private industry, great or small, advances the price of its commodities we take it as a matter of course and say nothing about it—and in the past we have opposed a square deal for the railroads largely because the people did not understand their importance to the nation, because they were angered at occasional abuses which strict governmental regulation has forever eliminated and because for some years designing political opportunists have found abuse of the railroads an easy road to public preferment. That public sentiment, however, is changing rapidly and that we will soon reach a sane understanding between the people and the railroads, which are so vitally essential to the agricultural and commercial progress of every community in the nation, is becoming more and more apparent every day. (Paid adv. To be continued.)

Strayed—One grey mare colt, 19 months old, weight 800 to 900 pounds. E. Thibault, Demar, Kans.—Adv 432t

Will Be in Wa-Keeney, Jan. 11th

Should you or your child need medical or surgical treatment of the eye, ear, nose or throat, or require glasses, make a date with Dr. M. Jay Brown, (Watson building,) Salina, Kans., or see him at the American House, January 11, 1915.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by him.

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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free.

Sold by druggists. Price 75c. per bottle.

Take Hall's Family Pills for constipation.—Adv.

INTERNAL CATARRH

"Peruna Has Done Wonders For Me. I Was So Weak."



Mrs. M. P. Curry, P. O. Box 615, Peterburg, Ill., writes: "I have been troubled with internal catarrh since my girlhood, and was sick in bed three months. When I was able to get up I was so weak and thin I could hardly walk. What I ate disagreed with me. I had stomach and liver trouble, and my feet and arms and limbs were swollen so I could scarcely drag around."

"I took Peruna and it has done wonders for me. My cure was a surprise to my friends for they never expected to see me well again. I just took two bottles of Peruna after doctoring for five months and growing worse all the time."

Continuous Headache. Mrs. Esther M. Milner, Box 151, Ex. Grant, Ohio, writes: "I was a terrible sufferer from internal catarrh, and had the headache continuous. I was not able to do my housework for myself and my husband. You recommended Peruna. I took four bottles and was completely cured. I think Peruna a wonderful medicine and have recommended it to my friends."

THE RURAL CHURCH

THE FARMERS THE CUSTODIANS OF THE NATION'S MORALITY.

Co-operation of Church, School and Press Essential to Community Building.

By Peter Radford

Lecturer National Farmers' Union.
The church, the press and the school form a triple alliance of progress that guides the destiny of every community, state and nation. Without them civilization would wither and die and through their life may attain its greatest blessing, power and knowledge. The farmers of this nation are greatly indebted to this social triumvirate for their uplifting influence, and on behalf of the American plowmen I want to thank those engaged in these high callings for their able and efficient service, and I shall offer to the press a series of articles on co-operation between these important influences and the farmers in the hope of increasing the efficiency of all by mutual understanding and organized effort. We will take up, first, the rural church. The Farmers Are Great Church Builders.

The American farmer is the greatest church builder the world has ever known. He is the custodian of the nation's morality; upon his shoulders rests the "ark of the covenant" and he is more responsive to religious influences than any other class of citizenship.

The farmers of this nation have built 120,000 churches at a cost of \$750,000,000, and the annual contribution of the nation toward all church institutions approximates \$200,000,000 per annum. The farmers of the United States build 22 churches per day. There are 20,000,000 rural church communicants on the farm, and 54 per cent of the total membership of all churches reside in the country.

The farm is the power-house of all progress and the birthplace of all that is noble. The Garden of Eden was in the country and the man who would get close to God must first get close to nature.

The Functions of a Rural Church. If the rural churches today are going to render a service which this age demands, there must be co-operation between the religious, social and economic life of the community.

The church to attain its fullest measure of success must enrich the lives of the people in the community it serves; it must build character; develop thought and increase the efficiency of human life. It must serve the social, business and intellectual, as well as the spiritual and moral side of life. If religion does not make a man more capable, more useful and more just, what good is it? We want a practical religion, one we can live by and farm by, as well as die by.

Fewer and Better Churches. Blessed is that rural community which has but one place of worship. While competition is the life of trade, it is death to the rural church and moral starvation to the community. Petty sectarianism is a scourge that blights the life, and the church prejudice saps the vitality of many communities. An over-churching community is a crime against religion, a serious handicap to society and a useless tax upon agriculture.

While denominations are essential and church pride commendable, the high teaching of universal Christianity must prevail if the rural church is to fulfill its mission to agriculture.

We frequently have three or four churches in a community which is not able to adequately support one. Small congregations attend services once a month and all fail to perform the religious functions of the community. The division of religious forces and the breaking into fragments of moral efforts is oftentimes little less than a calamity and defeats the very purpose they seek to promote.

The evils of too many churches can be minimized by co-operation. The social and economic life of a rural community are respective units and cannot be successfully divided by denominational lines, and the churches can only occupy this important field by co-operation and co-ordination.

The efficient country church will definitely serve its community by leading in all worthy efforts at community building, in uniting the people in all co-operative endeavors for the general welfare of the community and in arousing a real love for country life and loyalty to the country home and these results can only be successfully accomplished by the united effort of the press, the school, the church and organized farmers.

Abstracts of title made promptly at reasonable rates. W. H. Swiggett, adv

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Made its author famous and earned a great fortune. William A. Pinkerton, chief of the Pinkerton National Detective Agency, says it is the greatest detective story he ever read. Soon this story will be printed in THE GREAT DIVIDE, 43 Post Building, Denver, Colorado. Send stamp for sample copy. Write today —also say where you read this.—Ad 1

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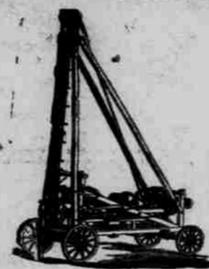
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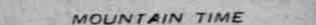
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FOR SALE BY **S. J. STRAW**

Union Pacific Time Table.



MOUNTAIN TIME WEST BOUND
157 Local freight..... 7:50 a m
155 Through freight..... 9:37 p m
103 Passenger..... 8:40 p m
119 Passenger..... 2:32 a m

EAST BOUND
104 Passenger..... 5:14 a m
102 Passenger..... 10:21 p m
156 Local freight..... 2:30 p m
154 Through freight..... 5:14 a m

Mountain time is one hour slower than central time. All trains regular stop except 154 and 155, which stop for through freight only. All passenger trains carry U. S. mail and express. Local freights do not run Sundays. Extra trains only stop where necessary to receive or discharge traffic. J. E. FRITT, Agent.